



Public Questionnaire Results

July 2019



Contents

Executive Summary	3
Questionnaire Results	6
Write-In Responses.....	26
Copy of the Questionnaire.....	57

Executive Summary

The Mid-Region Metropolitan Planning Organization (MRMPO) leads long-range transportation planning in the greater Albuquerque metropolitan area. One of the key planning efforts produced in support of this work is the Metropolitan Transportation Plan, or MTP, which is the long-range transportation plan that looks at the region's transportation needs over the next 20 years.

MRMPO is currently updating the MTP, which will be titled the *Connections 2040 MTP*. To help gather the public's thoughts and views on transportation, MRMPO developed a public questionnaire. The questionnaire was made available online and also in a hard copy format in both English and Spanish. The survey was open from August 2018-December 2018. Six hundred and thirty people participated and filled out the questionnaire. This questionnaire is not considered a scientific survey, but nevertheless it does provide useful information for understanding the views and thoughts of the users of the transportation system.

Results from the questionnaire will be used to help inform the *Connections 2040 MTP*. This report summarizes the findings from the questionnaire. MRMPO greatly appreciates and thanks all those who took the time to answer the questionnaire.

Between now and when the plan goes forward for approval by the Metropolitan Transportation Board in the spring of 2020, MRMPO will continue to solicit feedback from the public. Comments can always be submitted via email to mtpcomments@mrcog-nm.gov, and MRMPO staff are available to present to groups and organizations about the MTP.

Questionnaire Key Take-Aways

- Only 9% of respondents reported that the transportation system meets their travel needs “very well” while 19% reported that the transportation system does not meet their needs “...well at all.” Compared to results from a 2013 MTP questionnaire that asked the same question, a lower percentage of respondents felt the transportation system met their needs in 2018 (32% felt it met their needs in 2013 and 26% felt so in 2018). Also, a higher percentage of respondents reported that the transportation system did not meet their needs in 2018 (42%) than in 2013 (28%).
- 63% of respondents reported that it is easy for them to get the places they need and want to go using a vehicle, while 16% of respondents said the same about walking, 10% said the same for bicycle, 4% for train, and 3% for bus. These percentages were all lower than responses received from the same question asked in the 2013 MTP questionnaire.
- For travel by train and bus, more respondents reported having a difficult time getting around than having an easy or even moderate time getting around.
- The only transportation network respondents felt is ‘very complete’ was the vehicle network, with 64% of respondents saying they felt it is ‘very complete.’ By comparison, only 18%

respondents felt the pedestrian network is very complete, 7% felt the bicycle network is very complete, and 3% and 2% of respondents felt the train and bus networks were complete, respectively.

- Respondents believe that ‘providing good alternatives to vehicle travel’ will be the main transportation challenge facing our region in the future (71%), followed by congestion (60%), and safety (51%).

The questionnaire highlighted the view among respondents that not all transportation modes are equal. Respondents noted much poorer accessibility for travel by foot, bicycle, and transit compared to vehicle travel. Respondents also felt the pedestrian, bicycle, and transit networks were much less connected compared to the network for vehicle travel. Put simply, for the most part, respondents do not find it easy to get to the places they need to go by train, bus, walking, or biking.

What may be particularly useful to look at in the questionnaire is what the respondents consider the main barrier for each mode. This information can be used to help transportation planners and decision makers focus on the different aspects of each mode that are problematic. The main barriers reported are as follows:

- Vehicle – no significant barriers
- Train – lack of good routes
- Bus – lack of good routes
- Walking – distance is too great
- Bicycle - safety

Some questionnaire results were seemingly contradictory. For example, most respondents reported a desire to live in more urban environments. Yet most respondents also want to live in single-family houses in the future. This might indicate a need to provide further information into both how higher density (and not necessarily “high-density”) housing can be livable and more do-able than many people believe and also perhaps that more higher density housing could be offered on the market.

Cross-tabulating the results also showed that people’s views sometimes changed depending on how *familiar* they were with a specific transportation mode as opposed to how they *perceived* travel would be using a particular mode. For example, the overall pool of respondents viewed bus travel as not very conducive to getting where you want, but people who reported taking the bus as their primary mode of transportation reported higher satisfaction with that mode. This indicated that perhaps efforts and campaigns that encourage people to try other modes (such as bike to work day events, Safe Routes to School programs, travel demand management, etc.), may be worth pursuing if greater mode splits are desired. Indeed there are efforts locally to develop more multimodal options. One example is how in 2015 the Metropolitan Transportation Board, the transportation policy making body for the region, passed a transit [mode share goal](#) of 20% of trips along the region’s priority transit network to be achieved using transit by 2040¹.

¹ A copy of the full regional mode share goal resolution can be accessed here: <https://www.mrcog-nm.gov/DocumentCenter/View/2193/Appendix-K---MTB-Resolution---Revised-Transit-Mode-Share-Goals-PDF?bidId=>

Methodology

The *Connections 2040 MTP* questionnaire was made available online and also in a hard copy format in both English and Spanish. The survey was open from August 2018-December 2018. There were 23 questions that were designed to gauge respondents' satisfaction with the transportation system and their opinions about different transportation modes as well as gather basic demographic data about the respondents. Most questions were multiple choice, and there were also questions where answer choices could be ranked and write-in responses were also an option for some questions.

Six hundred and thirty people participated and filled out the questionnaire. The survey was promoted in several ways: through the Mid-Region MPO's electronic newsletter, Travel Times, on MRMPO's Facebook and Twitter social media pages, via email to MRMPO's contact list, in the City of Albuquerque's Office of Neighborhood coordination's newsletter, at MRMPO public meetings, and a postcard with the survey information was distributed at various community events while the questionnaire was open.

CONNECTIONS 2040
Metropolitan Transportation Plan

The Connections 2040 Metropolitan Transportation Plan (MTP) identifies our regional transportation vision and challenges and directs how we will spend federal transportation dollars.

This long-range transportation plan is being updated, and we need your input!

Whether you travel by car, bike, bus, train, or you walk or roll, we want to hear from you! What do you see as the region's biggest transportation challenges? Can you easily connect to the places you need to go? Let us know!

The update process is managed by the Mid-Region Metropolitan Planning Organization, a division of the Mid-Region Council of Governments.

MRMPO
Mid-Region Metropolitan Planning Organization

MR COG
Mid-Region Council of Governments

TAKE THE SURVEY
<https://www.surveymonkey.com/r/MRMPO>
Tell us: Is transportation in our region working for you?

JOIN US AT A KICK-OFF MEETING
(presentations start at 6pm)

Thu. Oct. 18, 5:30-7pm, South Valley Multi-Purpose Senior Center
2008 Larazola Rd. SW, ABQ

Thu. Oct. 25, 5:30-7pm, Cabezón Community Center
2307 Cabezón Blvd., Rio Rancho

Thu. Nov. 1., 5:30-7pm, Los Lunas Rail Runner Station
101 Courthouse Rd SE, Los Lunas

www.mrcog-nm.gov/Connections2040

MTP Kick-Off
Fall 2018

Public Feedback Gathered & Analysis
Fall 2018-Fall 2019

Draft Plan Development
Fall 2019

Initial Draft Plan Presented for Public Review
Winter 2020

Final Draft Plan Presented for Public Review
Spring 2020

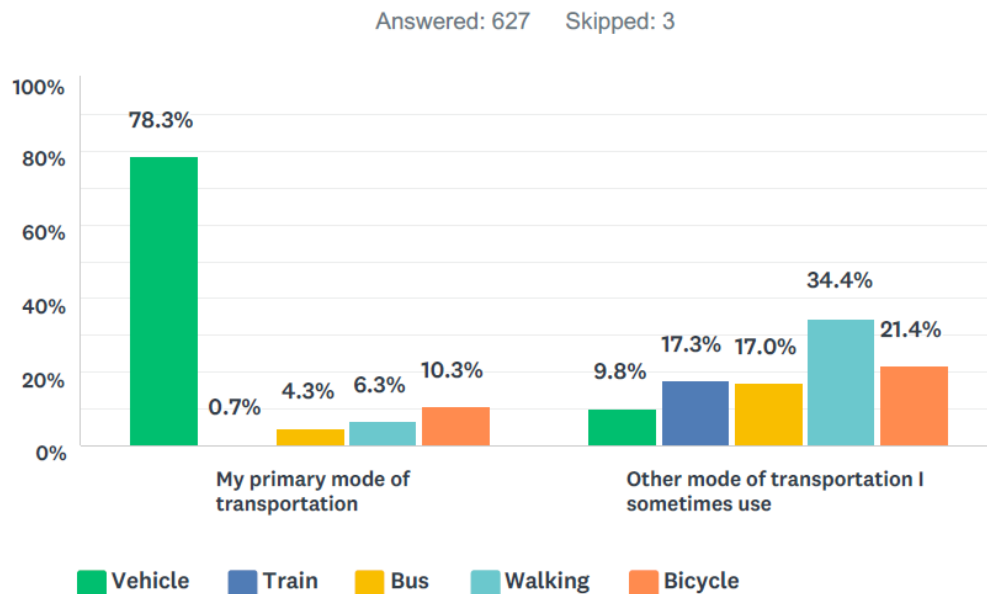
Anticipated Plan Adoption
Spring 2020

A copy of the postcard used to promote the questionnaire.

Questionnaire Results

Question 1 asked participants their primary mode of transportation and what other modes of transportation they sometimes use. Participants overwhelmingly indicated that a vehicle is their primary mode (78.3%), followed by bicycle (10.3%). Respondents indicated walking as the other mode of transportation most commonly used on an occasional basis.

Q1 What is your primary mode of transportation? What other modes of transportation do you use?



When the data is cross-tabulated for age, a few things stand out. Respondents aged 18-24 years reported vehicle travel as their primary mode of transportation at a much lower rate compared to other age groups²; people aged 65 and older reported the train as their primary mode of transportation at nearly double the rate as other age groups; and bicycle users “stair step” down in percentage of use from the highest reported numbers at age 25-34 years to the lowest reported numbers at 65 years and older.

Question 2 asked how well the transportation system is meeting people’s travel needs. Over one quarter of respondents (32.2%) had a neutral response. Only 8.6% of respondents reported that it is meeting their travel needs “very well,” and about double that number feel that it is not meeting their travel needs well at all. Also, the total percentage of dissatisfied people, 42.2% (“not well at all” and

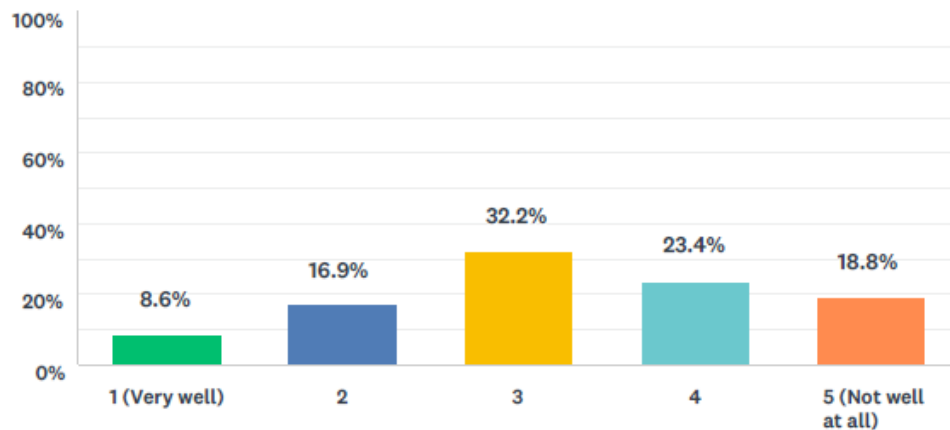
² The number of people aged 18 to 24 who took the survey was small in comparison to other age groups.

“not well”), was considerably more than the percentage of people who reported being satisfied (“very well” and “well”), which was over one quarter of participants at 25.5%.

When data is cross-tabulated for those who said bicycling is their primary mode of transportation, those respondents were a bit less likely to say the transportation system meets their travel needs “very well” compared to overall respondents; however, they were also less likely to report that it did not work well at all compared to all other respondents (7.2% compared to 18.8%). People who reported that travel by bus is their primary mode of transportation feel that the transportation system meets their needs very well or well more so than the general population of respondents (45% versus 25%).

Q2 In general, how well do you feel the transportation system meets your travel needs on a scale of 1 to 5, with 1 being "Very well" and 5 being "Not well at all"?

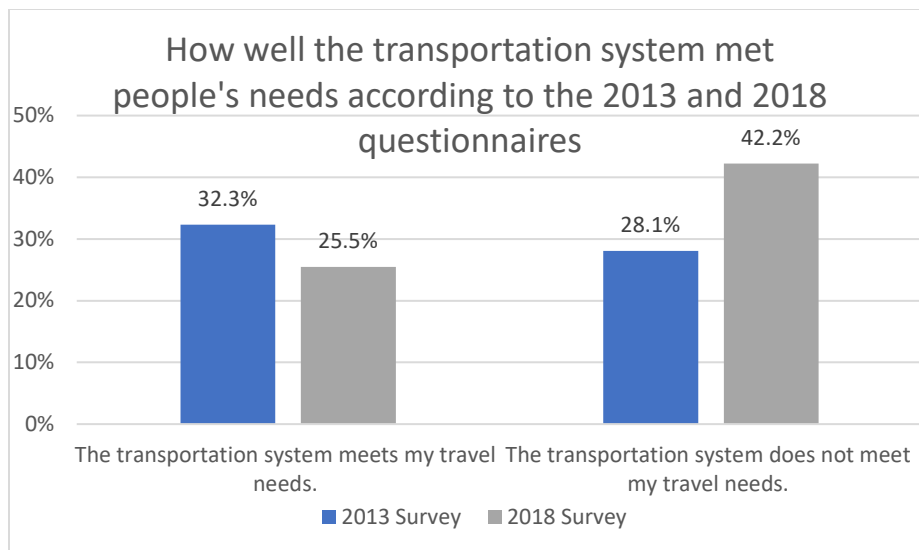
Answered: 627 Skipped: 3



For income levels, people in the lowest income bracket reported having a more difficult time getting to the places they needed to go using a bicycle, indicating there may be inequities in the bicycle infrastructure network in lower-income areas and also perhaps issues with safety.

When looking at the differences in how respondents feel about the transportation system by age, people older than 55 were more likely to say it meets their needs very well or well than younger age groups, yet those aged 18-24 felt less negatively than other groups (and had an overall more neutral opinion).

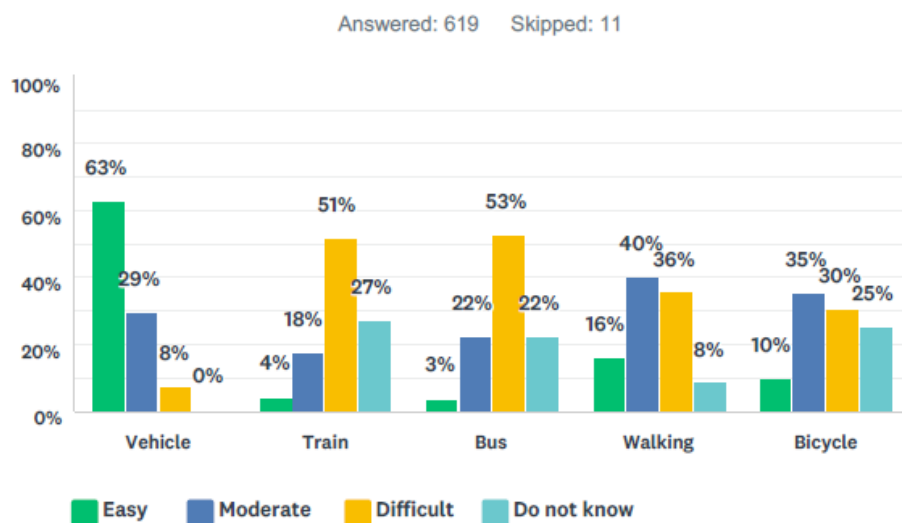
When comparing results between MRMPO’s 2013 MTP public questionnaire and the 2018 MTP public questionnaire (this questionnaire), a greater percentage of people reported that the transportation system is not meeting their needs in 2018 compared to 2013; and a lower percentage felt that the transportation system meets their needs very well in 2018 compared to 2013.



Question 3 reveals that over half of respondents found it the easiest to get to the places they needed to go using a vehicle. For the most part, respondents do not find it easy to get to places they need to go by train, bus, walking, or biking. In fact, respondents found it more difficult than easy to get to the places they need to go by train or bus.

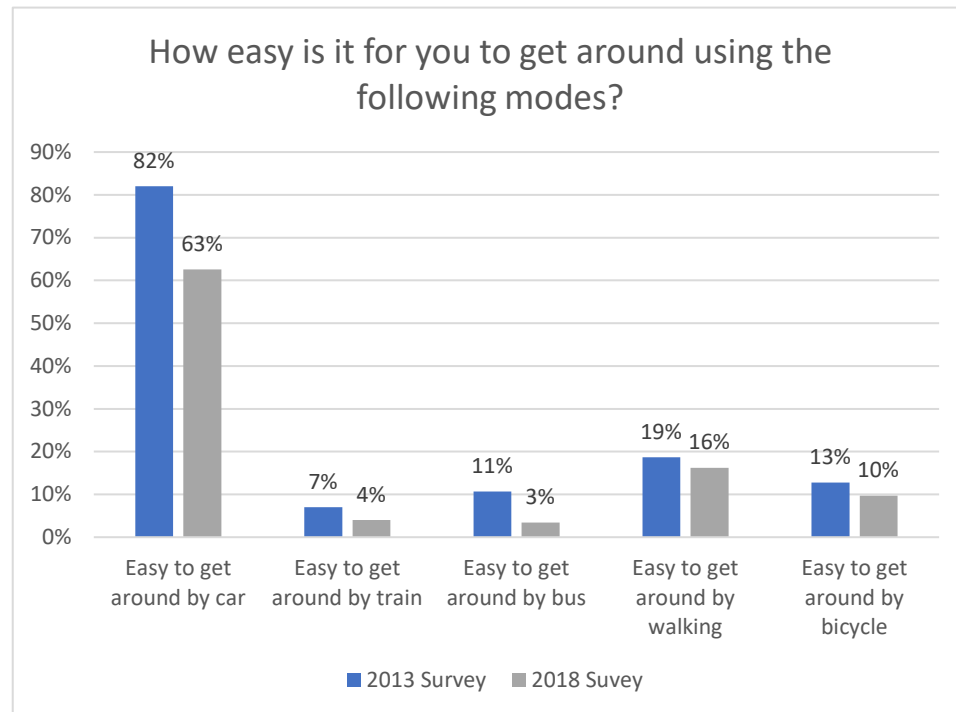
Those who reported that they get around primarily by bicycle reported having a much easier-to-moderate time getting around by bicycle compared to the general universe of respondents. They also reported the bicycle network was 'somewhat complete' at a much higher rate than the universe of respondents.

Q3 How easy is it for you to go to the places you need and want to go using the following transportation options?



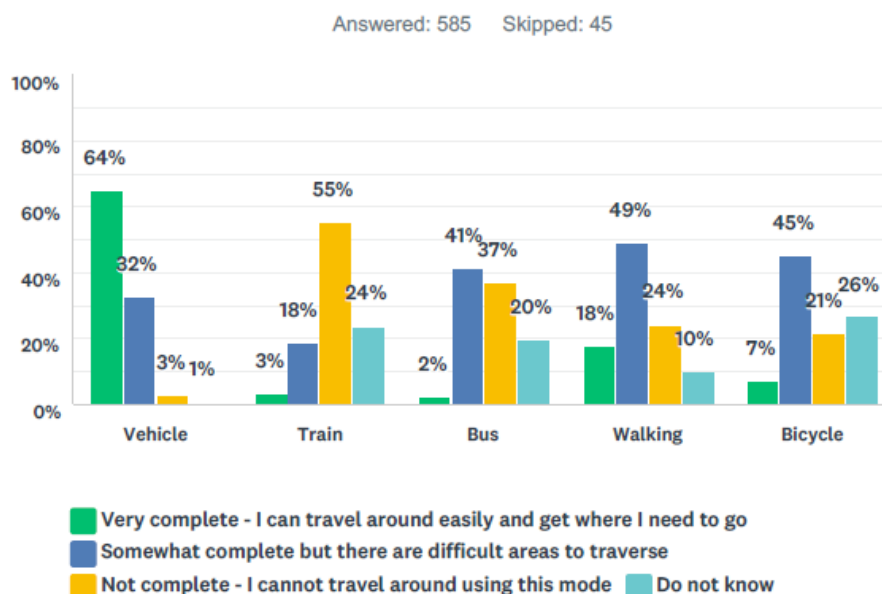
When comparing the results from Question 3 to results to a similar question asked in the 2013 MTP Questionnaire, respondents reported an easier time getting around by all modes in the earlier

questionnaire compared to the later questionnaire, although the question was not asked the exact same way which may account for some of the differences. Nevertheless, results are shown below for comparison purposes. In addition, respondents reported more difficulty using all the modes in 2018 compared to 2013.



Similar to Question 3, responses to **Question 4** indicate that the transportation network for vehicles is the only mode people find “very complete,” meaning they can travel around easily and get to where they need to go using that mode. Only 3% of respondents reported that they consider the transportation network for vehicle travel to not be complete and that they cannot travel around using that mode. Traveling by train was reported as having the least complete network with 55% reporting it is not complete and with only 3% reporting that the train network is very complete. The bus network also appears to not be complete (only 2% reported that it is) according to respondents. It is likely that transit satisfaction is at least somewhat hampered by the “first/last mile challenge” that exists because people have to drive, walk, bike, or bus to get to a train or bus and then to their final destination which makes transit a bit more complex than other modes. However, interesting to note is that people who reported traveling by bus as their primary mode of transportation believe the bus network to be more complete than the full universe of respondents, with 41% of primary bus travelers finding the network somewhat complete or very complete compared to 43% of all respondents feeling so. Question 4 reveals how the networks for all modes except vehicle travel are not *perceived* as complete and conducive to getting people to where they need to go, but may be more complete than people realize once they try them or become more familiar with them.

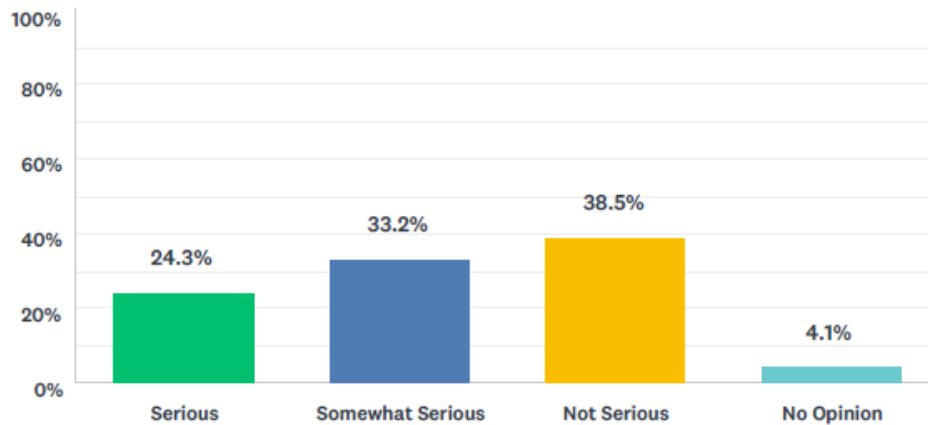
Q4 How complete do you consider the transportation networks for the following modes? That is, can you get around to the places you need to go because there is a complete, connected network for that mode?



Question 5 asked people how serious they viewed the problem of congestion in their daily commutes. Most people (38.5%) reported that congestion is not a serious problem in their commutes. Not surprisingly, people who reported that bicycles are their primary mode of transportation reported congestion as a serious issue at a much lower rate than respondents in general (2% compared to 24.3%), as did people who travel primarily by bus (7%).

Q5 How serious would you say is the problem of traffic congestion in your daily commute?

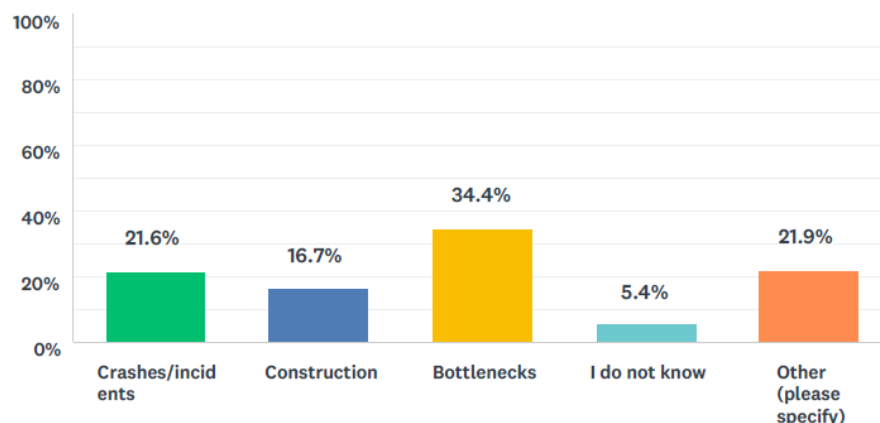
Answered: 585 Skipped: 45



Question 6 was also congestion-related and gets to what people perceive as the main cause of congestion they experience. Respondents most commonly selected “bottlenecks” as the primary cause of congestion. While this question would not be able to decisively explain the causes of congestion in the region, it offers anecdotal information on the perceived causes of congestion, which can still be useful to planners and policy makers because users of the transportation system have a familiarity that makes their insights valuable.

Q6 What do you feel is the main cause of the congestion you might experience?

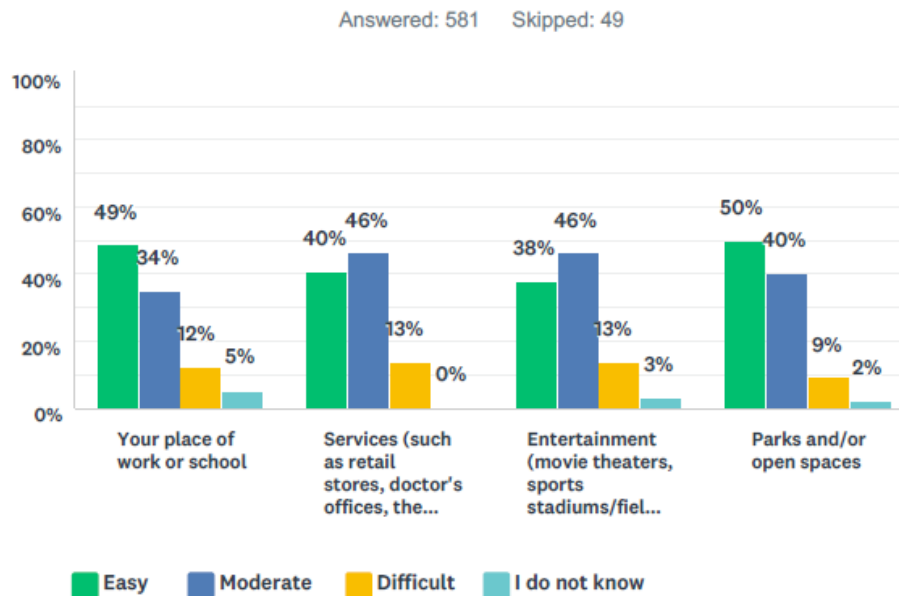
Answered: 575 Skipped: 55



Ease of access to destinations was the crux of **Question 7**, which asked about access to various destinations using any transportation mode. Interestingly, parks and open space (50%) came out as the easiest type of place to access followed closely by people’s place of work or school (49%). Respondents reported that accessing services and entertainment was more moderately easy than easy to accomplish. Respondents who primarily travel by bicycle reported having an easier time accessing work

or school than the general pool of respondents (64% versus 49%), yet do not find it as easy to access services as the general pool of respondents (29% versus 40%).

Q7 Generally speaking, how easy is it for you to access (or get to) the following places using any transportation mode(s)?

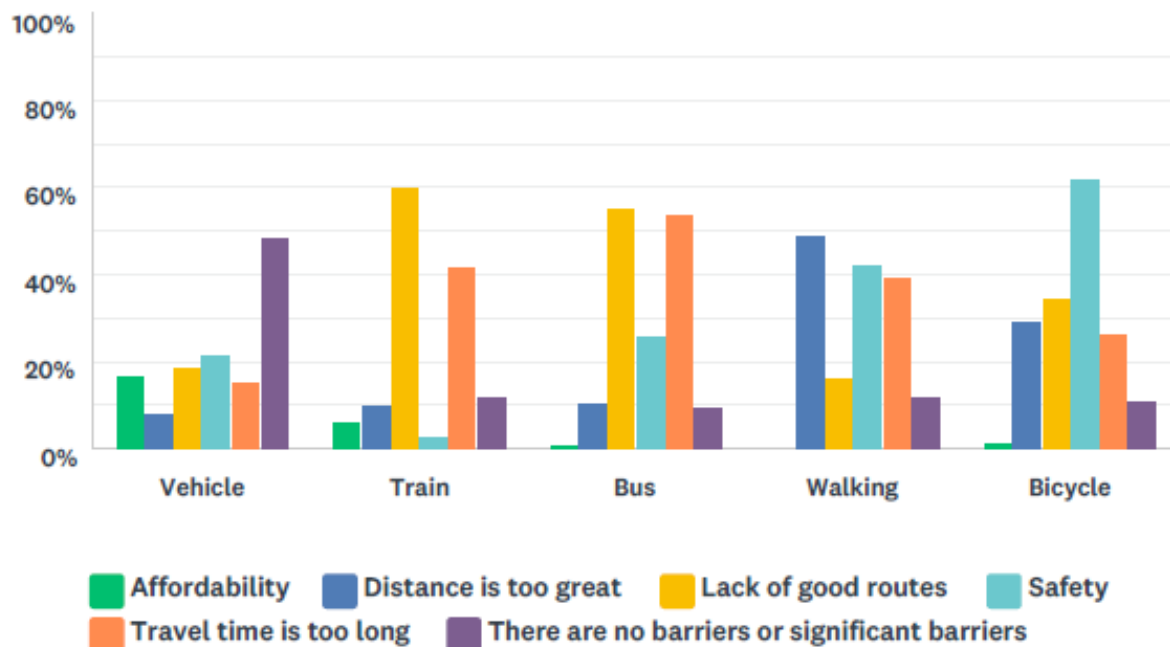


Question 8 gets at the barriers for the different modes of travel. Barriers can be thought of as “gaps,” and understanding different types of gaps in the transportation networks is important for being able to enhance connections and develop more connected networks. Specific gaps and their locations are also being asked of the public in MRMPO’s outreach efforts as the MTP update “Connections 2040” emphasizes identifying gaps in the transportation network and creating better and safer connections for all modes.

Respondents identified safety as a primary barrier for biking at 62% and as the second most common barrier for walking at 42%. The Federal Highway Administration (FHWA) identified New Mexico and Albuquerque as a focus state and city for high pedestrian and bicyclist fatalities and serious injuries. In light of that, it is not surprising that respondents identified safety as a concern for those modes of travel. Additionally, nearly 50% of respondents identified distance being too great as a top barrier for walking.

Q8 What (if any) are barriers in your personal travel

Answered: 575 Skipped: 55



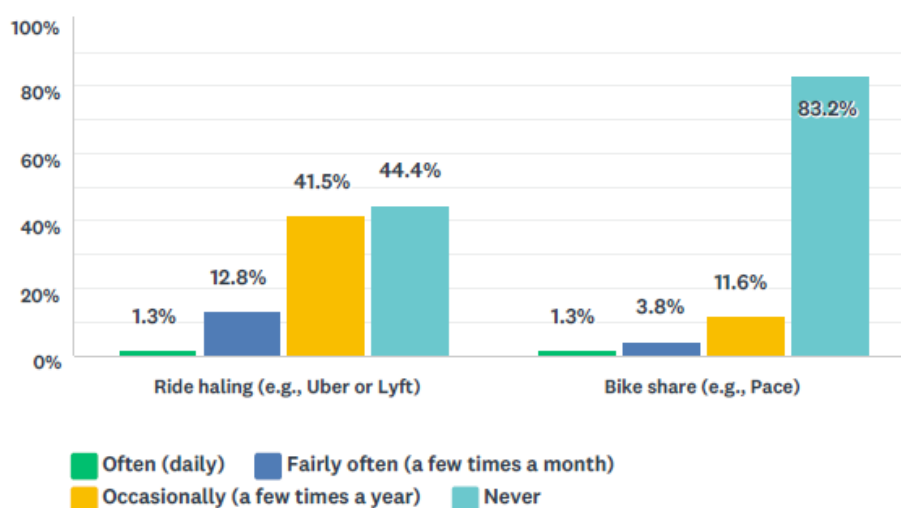
Almost 50% of respondents felt that vehicle travel does not involve any significant barriers, which further supports the results for ease of vehicle travel in Question 7. As for train travel, lack of good routes was the most commonly cited barrier followed by the travel time being too long. These results were similar to bus travel, however safety was more of a concern for bus riders (26%) than train riders (3%). Affordability was also very low on the list as a cited barrier for bus travel and walking (1% for both) and not surprisingly was the highest for vehicle travel at 17% (for instance, according to [AAA](#), the average cost to own and operate a new vehicle in 2018 was \$8,849 which included cost of fuel, maintenance, repairs, insurance, license/registration/taxes, depreciation and loan interest. However, this figure may even be higher in New Mexico according to a [U.S. News & World Report](#) article that reports the cost of new car ownership in our state was \$11,004 in 2018). People who travel primarily by bus find less issue with lack of good routes and travel time being too long, compared to all respondents, indicating, again, that perhaps certain issues are more perceived than actually felt once a mode of transportation is tried or used more often.

Different age groups for some modes reported different reasons as main barriers in their travel. All age groups except 18 to 24-year-olds cited lack of good routes or that travel time is too long as primary barriers to travel by bus. People aged 18 to 24 cited safety as their top barrier. For walking, all age groups except people aged 55 to 64-year-olds cited distance being too great as their main barrier to travel. People aged 55-64 cited safety as their main barrier, followed closely by travel time being too long. All age groups felt safety was the main barrier for bicycle travel except for 18 to 24-year-olds who felt that distance being too great was the biggest barrier.

Rail hailing and bike sharing services are relatively new types of travel and have not been asked about before in previous MTP-related transportation questionnaires designed by MRMPO. Ride sharing prevalence will be critical to understand to make appropriate recommendations for the transportation network in the future. According to recent data, in 2014, 9% of people used Uber and in 2015, 29% of people used it. In 2016, Uber had about 40 million active rides per month³. These data do not include

Q9 If you use ride hailing (such as Uber or Lyft) and/or ride sharing services (such as bike share), how often do you do so?

Answered: 546 Skipped: 84



	OFTEN (DAILY)	FAIRLY OFTEN (A FEW TIMES A MONTH)	OCCASIONALLY (A FEW TIMES A YEAR)	NEVER	TOTAL RESPONDENTS
Ride hailing (e.g., Uber or Lyft)	1.3% 7	12.8% 71	41.5% 230	44.4% 246	554
Bike share (e.g., Pace)	1.3% 6	3.8% 17	11.6% 52	83.2% 372	447

other popular services such as Lyft, but it is very clear the impact these types of services can have. Ride sharing will have significant implications for our transportation networks and how people travel in the future. **Question 9** attempted to gauge their popularity among questionnaire participants. Interestingly, most respondents (85% combined) reported never using ride hailing services such as Uber or Lyft or using them occasionally (a few times a year). About 14% of respondents combined use those services fairly often (12.8%) or often (1.3%).

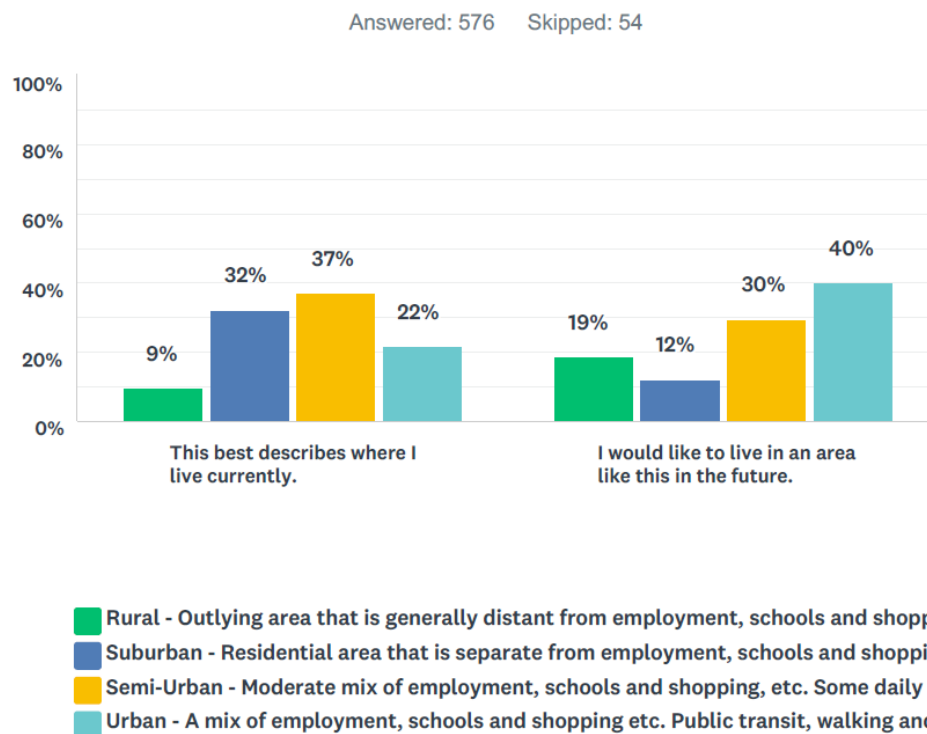
As for bike share, most respondents report never using that service. However, it is important to note that ride hailing is available throughout the AMPA while currently bike share stations are only found in downtown Albuquerque and the University area. It will be interesting to see if there are any changes in these data as the bike share program doubles in size in 2019. Respondents who do use bike share, reported using it occasionally (“a few times a year”) at higher rates than “fairly often” or “often.” People aged 25-34 and 45-54 reported using ride hailing on a daily basis, which was more than other age groups. Also, people aged 25-34 and 35-44 reported using bike share on a daily basis more than

³ <https://www.ridester.com/2018-rideshare-infographic/>

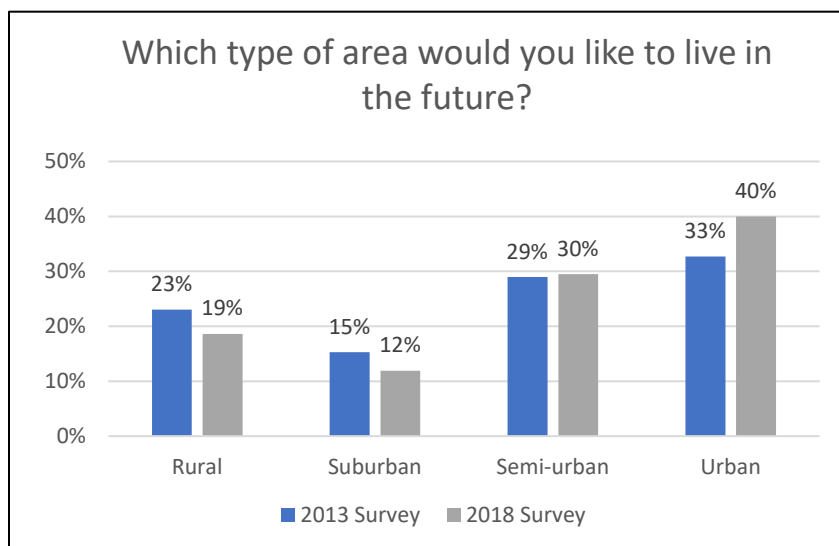
other age groups. People aged 25-35 reported using both ride hailing and bike share on a ‘fairly often basis’ (a few times a month), which was the most out of the different age groups.

Question 10 has been asked in a previous transportation survey and is meant to understand what kind of environment people would most like to live. As with the previous questionnaire, this survey question revealed that there is a demand for more urban environments offered in the metro area and a possible oversupply of suburban areas. When looked at by age, people of all age groups—except people 65 years old and older—would want to live in rural areas in the future more so than are living in such areas now. The same is true for urban environments, except that all age groups would prefer to live in an urban environment more so than are living in such an environment right now. The opposite was true for suburban and semi-urban environments; that is, for all age groups, more people say that best describes where they currently live compared to where they would like to live in the future.

Q10 Please indicate which of the following best describes where you live now, and where you would like to live in the future.

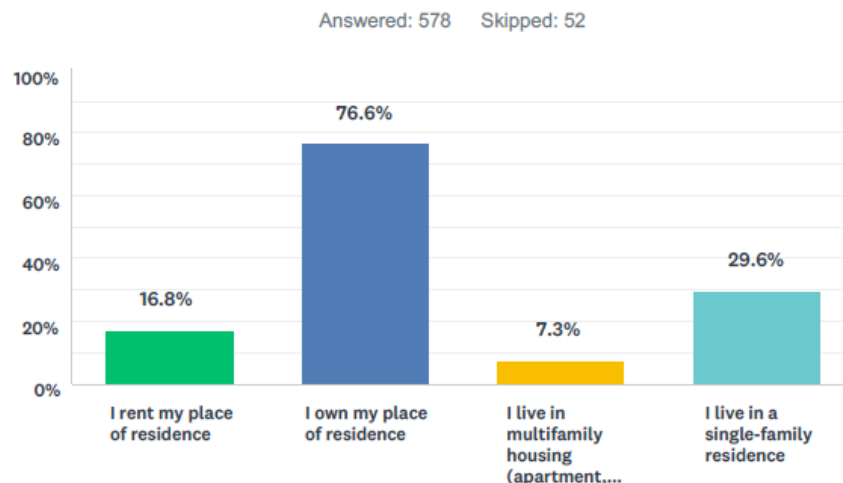


When comparing respondents’ feedback between the 2013 and 2018 questionnaires, there was a higher percentage of people who said they would like to live in semi-urban and urban areas in the 2018 questionnaire compared to the 2013 questionnaire. In addition, more respondents indicated that they would like to live in rural and suburban areas in the future in 2013 compared to 2018.



According to the results from **Question 11**, most respondents (76.6%) own their own place of residence and just over a quarter (29.6%) live in a single-family residence. More people would like to live in a single-family residence in the next 20+ years (73.7%) than a multifamily residence (14%), which doesn't necessarily jibe with the results from Question 10 where most (40%) people indicated they want to live in urban environments in the future, although people may have responded that way simply because they do not feel there are other suitable options for them. Albuquerque's housing stock, for example, was comprised of about two thirds (67.5%) single-family housing (1 unit attached and detached) in 2010⁴. This suggests more information and education may need to be provided on different types of medium-density housing, such as townhouses and duplexes, that are compatible with urban environments while still offering some of the benefits of single-family housing, and also that there might be latent demand for multifamily housing done differently than what currently exists on the market⁵.

Q11 Which statements describe your current housing situation? Check all that apply.



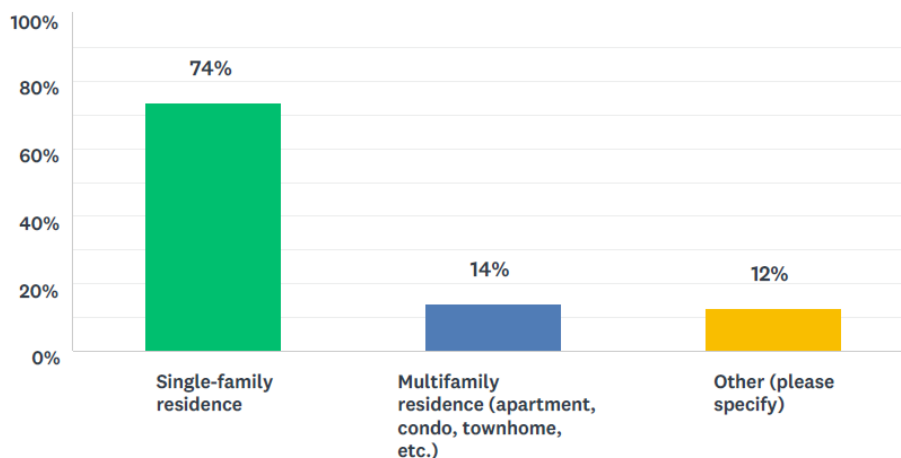
⁴ <https://www.cabq.gov/family/documents/albuquerque-housing-market-analysis.pdf>

⁵ More information on these types of housing can be found at <http://missingmiddlehousing.com/>

Accessory dwelling units (or “casitas” or “granny flats”) could be a solution to providing more density and therefore more urban environments, while maintaining the character of a single-family residential neighborhood. As a HUD report notes, “They (ADUs) can be designed to blend in with the surrounding architecture, maintaining compatibility with established neighborhoods and preserving community character” (HUD, 2008)⁶. Other communities or neighborhoods with large proportions of single-family housing on large lots have had success with accessory dwelling units, including Portland, OR, Seattle, and Sacramento⁷. ADUs can not only provide an additional and affordable housing option for people unable to purchase property, but can also give people another option to age in place without having to leave their neighborhood while also providing additional income for homeowners. Housing options for the senior population will be critically important as that age group in the AMPA is projected to grow by 137% between 2012 and 2040⁸.

Q12 What type of housing would you like to live in in the future (in the next 20 years or so)?

Answered: 571 Skipped: 59



Question 12 indicates that the desire to live in a single-family residence in the future will remain strong. Also, the income group that reported wanting to live in multifamily housing in the future by the largest margin was for those with household incomes of \$150k-\$174,999.

Question 13 gives insight into what people feel will be the main transportation challenges our region will face in the future. They are as follows

- 1) Providing good alternatives to vehicle travel (71%);
- 2) Congestion (60%); and
- 3) Safety (51%)

People who reported bicycling as their primary mode of transportation had different ideas about what will be the main transportation challenges in the future: 79% felt that providing good alternatives to travel was the biggest challenge, followed by safety at 62%, and equity at 57%. People who travel

⁶ Accessory Dwelling Units: Case Study, US Dept. of Housing and Urban Development, et al. 2008. , s

⁷ <https://www.seattle.gov/Documents/Departments/SDCI/Permits/BackyardCottagesAnnualReport.pdf>

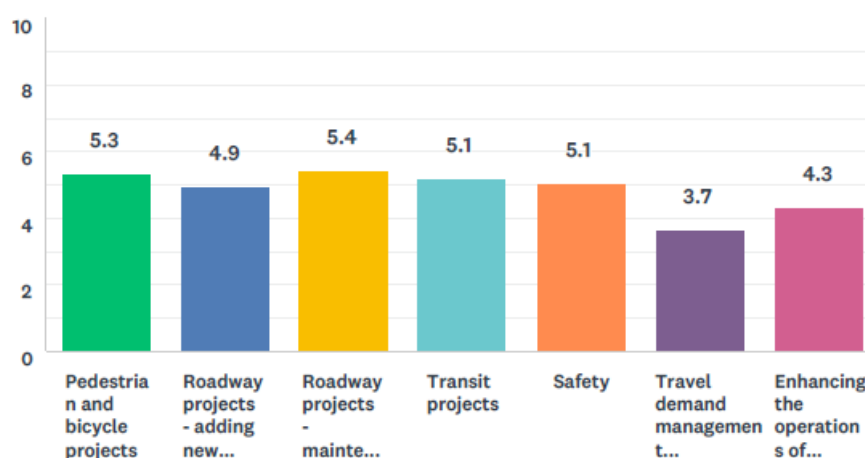
⁸ <https://www.mrcog-nm.gov/DocumentCenter/View/2201/Futures-2040-MTP-All-Chapters-no-Appendices-PDF>

primarily by bus felt that equity and providing good alternatives to travel (59%) will be the top two challenges followed by safety. Age groups demonstrated somewhat different views on top challenges that will be faced in the future. All age groups felt that providing good alternatives to travel will be the top challenge except for people aged 45-54 (who felt congestion will be the main challenge) and people aged 18-24 (who felt maintaining our existing transportation infrastructure will be the top challenge).

Question 14 asked what people believe should be the top three funding priorities in the region. This question was asked in light of the fact that MRMPO is responsible for allocating federal funding to transportation projects in the region. Responses were split fairly evenly among project categories. Maintenance and preservation of existing roads and bridges had the highest score, although not by much (note that the scores were based on a weighted calculation based on ranking performed by

Q14 MRMPO allocates federal money to local governments and agencies for various transportation projects and programs around the region. What do you believe should be the top three funding priorities in our region?

Answered: 555 Skipped: 75



	1	2	3	4	5	6	7	TOTAL	SCORE
Pedestrian and bicycle projects	30.46% 113	26.42% 98	19.14% 71	7.82% 29	5.12% 19	6.20% 23	4.85% 18	371	5.31
Roadway projects - adding new roadways and/or lanes	36.69% 113	18.18% 56	13.96% 43	4.55% 14	4.22% 13	4.55% 14	17.86% 55	308	4.94
Roadway projects - maintenance and preservation of existing roadways and bridges	24.42% 94	29.35% 113	25.19% 97	8.05% 31	7.27% 28	5.19% 20	0.52% 2	385	5.38
Transit projects	27.11% 106	22.51% 88	20.72% 81	10.74% 42	8.95% 35	6.14% 24	3.84% 15	391	5.14
Safety	19.88% 69	24.21% 84	25.07% 87	11.82% 41	12.10% 42	4.32% 15	2.59% 9	347	5.05
Travel demand management (programs or campaigns that encourage people to drive less)	6.95% 21	13.25% 40	23.84% 72	7.62% 23	8.94% 27	21.52% 65	17.88% 54	302	3.66
Enhancing the operations of existing roadways through the use of technology (e.g., signal timing, dynamic message boards)	10.31% 33	20.63% 66	29.06% 93	6.88% 22	9.38% 30	10.31% 33	13.44% 43	320	4.31

SurveyMonkey Inc., the online survey tool used for the questionnaire).

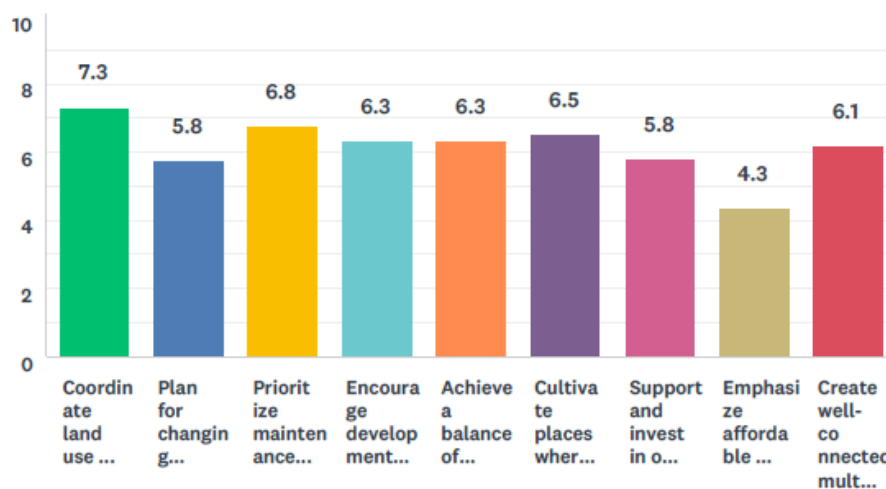
People who chose bicycle as their primary mode of transportation selected pedestrian and bicycle projects as their top type of project to allocate money to with 56% of those respondents selecting that as their top choice (compared to 30% of the general pool of respondents). They were also more likely to choose safety as their top choice than the general population (33% versus 19%).

Question 15 asks which Target Scenario principles people felt would be most effective in bringing positive change to the region (the Target Scenario is an alternative growth scenario for the region that was developed as part of the previous MTP⁹). People were asked to pick their top three choices. Coordination of land use and transportation planning was the principle garnering the highest score (7.3), followed by prioritizing the maintenance of existing transportation infrastructure (6.8), and cultivating places where people can live, work, and play (6.5). Emphasizing affordable and diverse housing options had the lowest score at 4.3.

⁹ More information on the Preferred Scenario can be found here: <https://www.mrcog-nm.gov/269/Scenario-Planning>

Q15 The previous Metropolitan Transportation Plan (MTP) resulted in an alternative growth scenario for how the region could develop, called the Target Scenario (previously the Preferred Scenario). This was created collaboratively with significant public and local agency input. How effective do you feel each of the following Target Scenario Principles would be in bringing about positive change to the region? Pick the top three most important principles.

Answered: 534 Skipped: 96



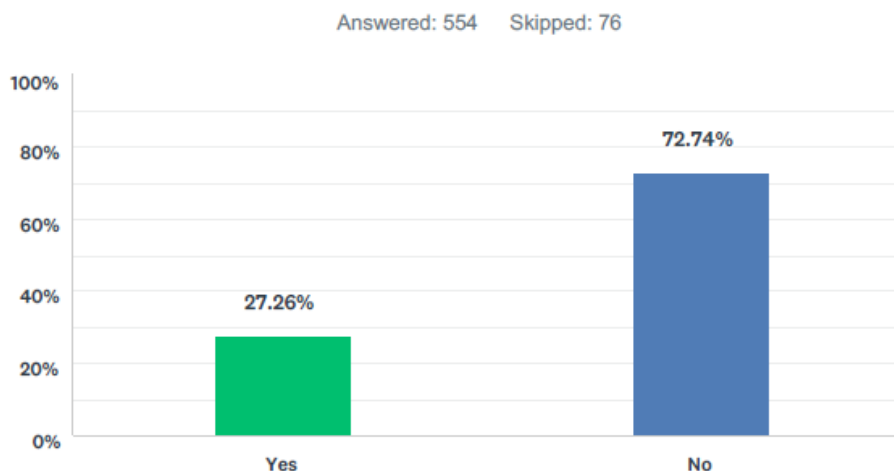
	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Coordinate land use and transportation decision-making	30.96% 100	23.53% 76	22.29% 72	8.36% 27	5.88% 19	4.02% 13	1.86% 6	2.79% 9	0.31% 1	323	7.30
Plan for changing preferences of millennials and baby boomers	12.99% 30	21.21% 49	17.75% 41	9.52% 22	7.79% 18	5.19% 12	9.09% 21	3.46% 8	12.99% 30	231	5.75
Prioritize maintenance of existing transportation infrastructure	27.36% 84	18.89% 58	23.45% 72	5.21% 16	6.19% 19	7.49% 23	4.23% 13	3.26% 10	3.91% 12	307	6.77
Encourage development in activity centers and around transit stations	12.83% 34	18.11% 48	20.00% 53	21.89% 58	10.19% 27	4.91% 13	7.17% 19	2.64% 7	2.26% 6	265	6.31
Achieve a balance of housing and jobs on both sides of the river	21.96% 65	20.95% 62	15.54% 46	1.69% 5	17.57% 52	6.08% 18	5.41% 16	5.74% 17	5.07% 15	296	6.29

Cultivate places where people can live, work, and play	21.10% 65	22.40% 69	17.86% 55	5.52% 17	4.87% 15	18.83% 58	4.55% 14	3.90% 12	0.97% 3	308	6.49
Support and invest in our regional transit system	13.33% 42	23.17% 73	17.14% 54	4.44% 14	4.76% 15	5.08% 16	20.95% 66	8.57% 27	2.54% 8	315	5.79
Emphasize affordable and diverse housing options	7.82% 19	11.93% 29	17.70% 43	2.06% 5	1.23% 3	7.00% 17	6.17% 15	32.51% 79	13.58% 33	243	4.33
Create well-connected multi-modal networks	25.78% 91	17.56% 62	22.10% 78	4.82% 17	3.40% 12	2.27% 8	2.27% 8	3.12% 11	18.70% 66	353	6.14

Question 16 asked people to provide any additional feedback they would like to share about transportation in the region. Responses are included in the Write-In Responses section at the end of this report.

According to **Question 17**, most respondents (72.7%) have not provided their views on transportation before.

Q17 Have you provided your views on a transportation plan before?

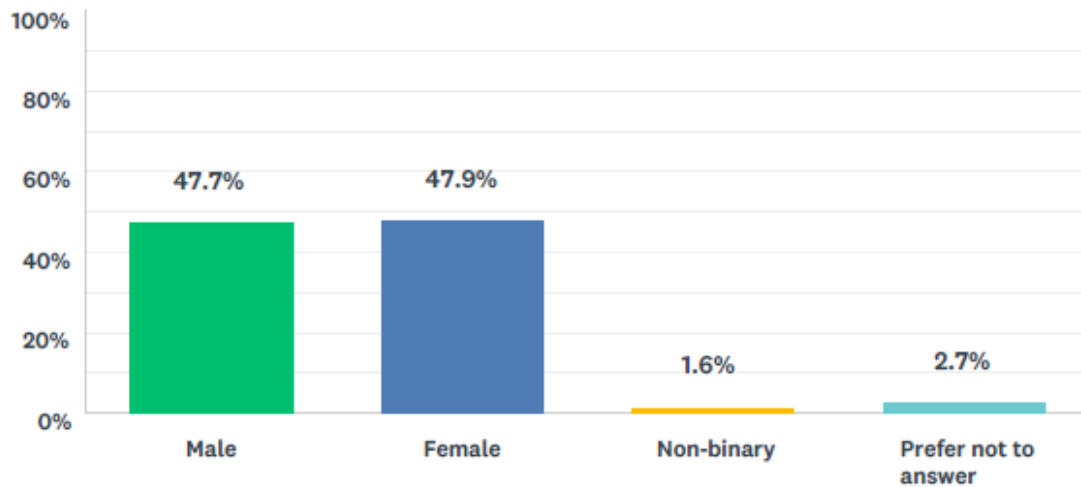


An even number of men and women took the questionnaire as shown in the results for **Question 18**, and there was also a fairly even split among the age groups of participants, with the exception of people aged 18 to 24 who made up only 2.7% of respondents (see Question 19). This shows the need for MRMPO to be more proactive in our attempts to gather feedback from young adults. Similarly, MRMPO also needs to continue trying different approaches to reach out to a more varied racial population, as 65.3% of respondents were White/Caucasian (see Question 20). A few demographic differences emerge for the respondents who reported they primarily get around by bicycle: their ages are not as evenly split as the general respondents and the bicyclists are younger overall, more male than female, and more likely to be White/Caucasian. People who get around primarily by bus were also more male than female

(54% compared to 38%), are both younger and older and less middle-aged, and are more likely to be White/Caucasian than the general pool of respondents.

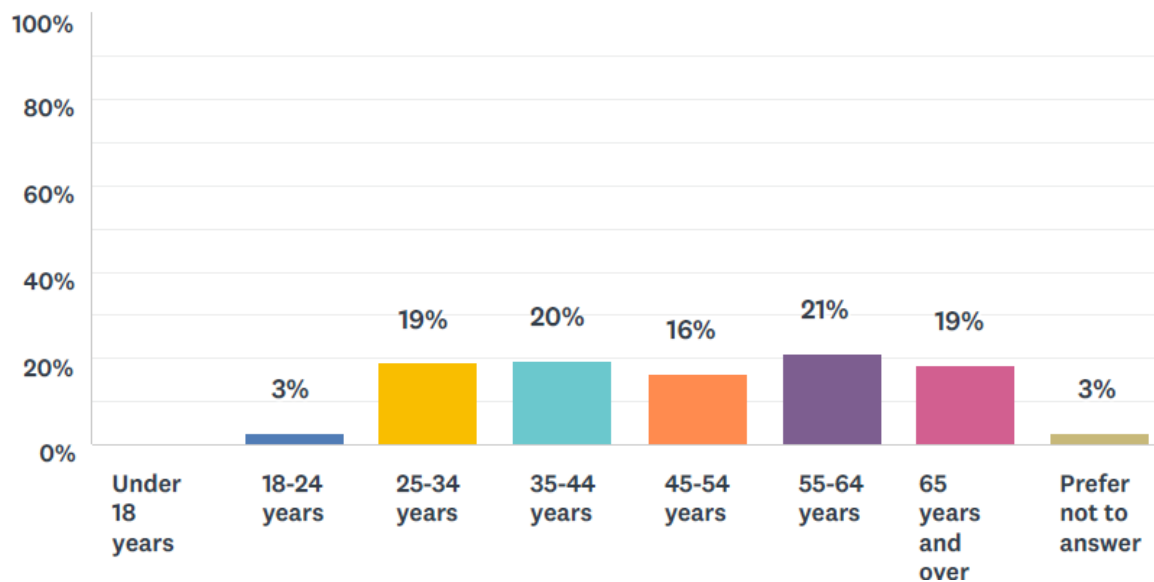
Q18 What is your gender?

Answered: 551 Skipped: 79



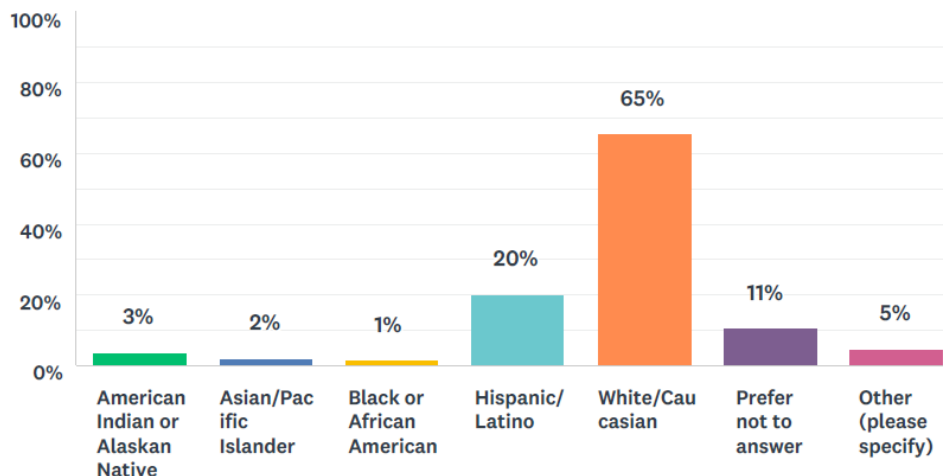
Q19 What is your age?

Answered: 553 Skipped: 77



Q20 Which race/ethnicity best describes you? Please mark all that apply.

Answered: 544 Skipped: 86



Q21 What is your home zip code?

Answered: 537 Skipped: 93

People's home zip code information was included in the questionnaire to assess the geographic distribution of people taking the questionnaire. The zip codes of 87106 and 87121 had the highest numbers of participants while 87042, 87068, 87059, 87035, 87508, and 87507 had the lowest. See the map on the following page for full results. Note that some participants were from areas outside of the AMPA.

Q22 What is your work zip code? If not applicable, please enter "NA".

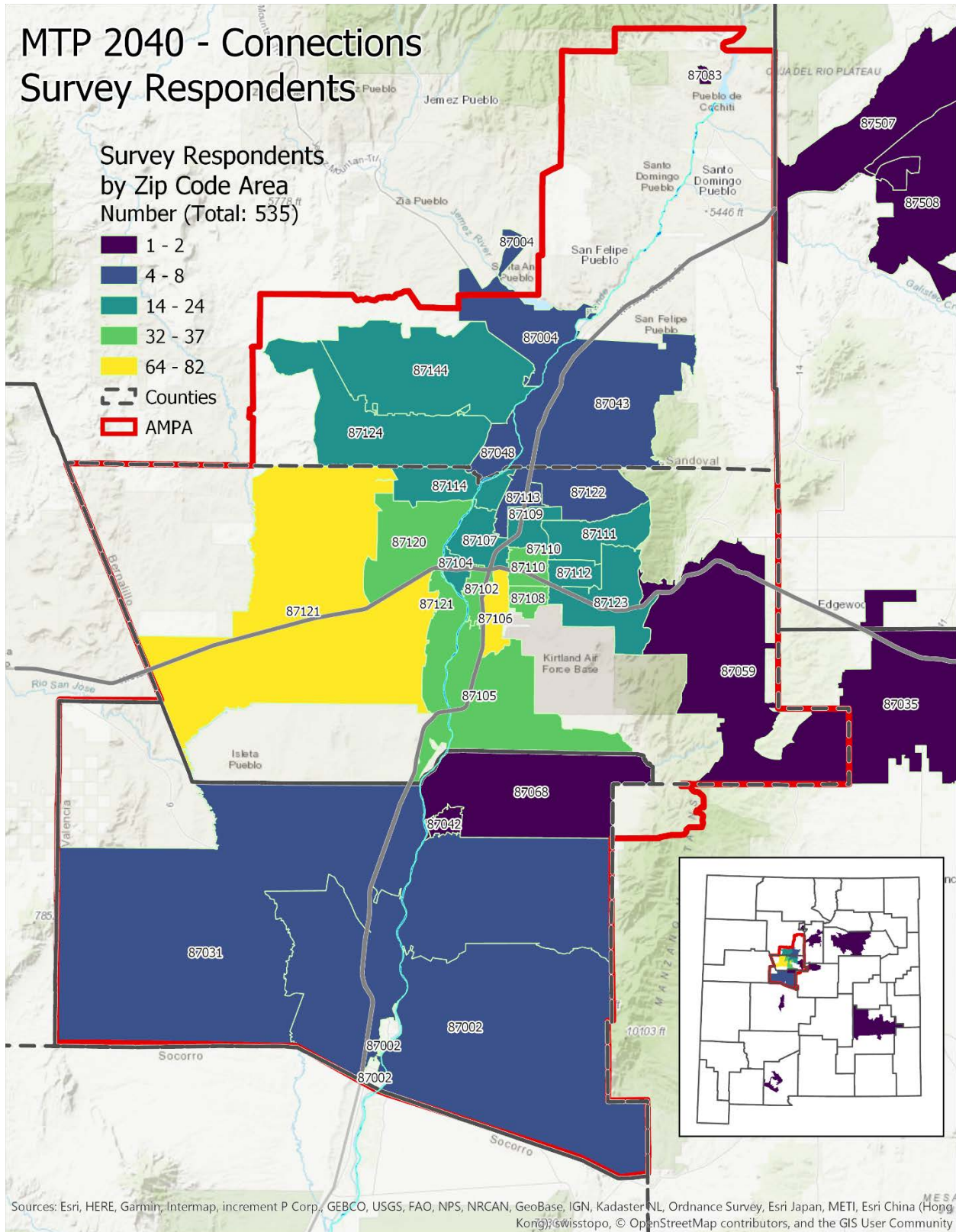
Answered: 524 Skipped: 106

Respondents' work zip codes was also asked as part of the questionnaire. The zip code 87102 (86), which is the zip code for downtown Albuquerque, was the most frequently reported followed by 87106 (59), which includes the UNM and Presbyterian Hospital area. 87110 (roughly Uptown), 87131 (includes UNM), and 87109 (the I-25 and Jefferson area) all followed as the most frequently reported work zip codes (35, 33, and 30, respectively).

MTP 2040 - Connections Survey Respondents

Survey Respondents
by Zip Code Area
Number (Total: 535)

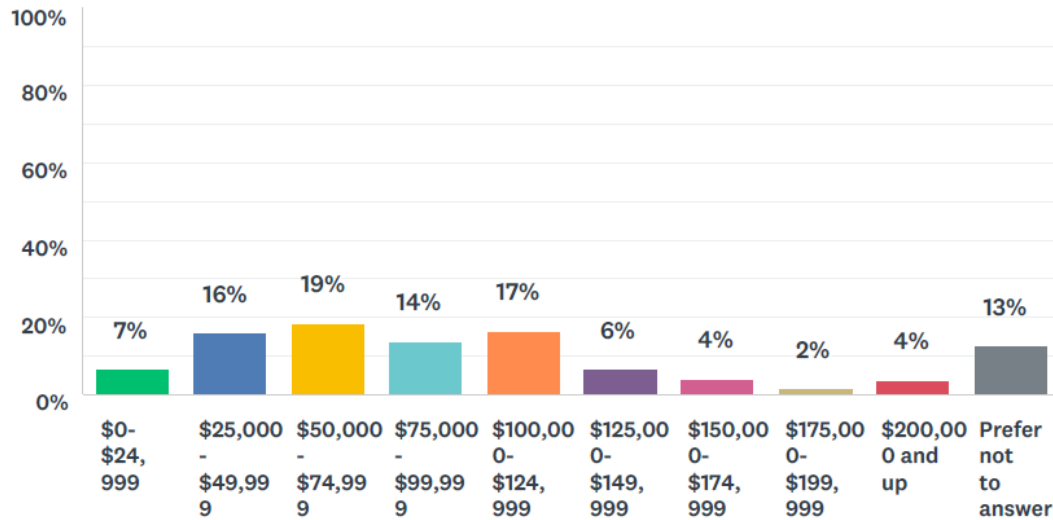
- 1 - 2
- 4 - 8
- 14 - 24
- 32 - 37
- 64 - 82
- Counties
- AMPA



Question 23 reveals that most respondents' reported household incomes were fairly evenly distributed within the middle range of incomes listed in the questionnaire (between \$25K-\$125K). It would be worthwhile for MRMPO to target outreach to lower-income areas to gather more feedback from low-income individuals, as there were low numbers of respondents from that income bracket.

Q23 What is your approximate average household income?

Answered: 548 Skipped: 82



Write-In Responses

This section includes the write-in responses that were received as part of the questionnaire. Note that not all questions allowed for write-in responses, but for those that did, all are included here. . Write-in responses are shown both verbatim (exactly as they were received without any editing), and as grouped and summarized by MRMPO. Although the exercise of grouping and summarizing introduces some subjectivity, it also allows for a better grasping of the thoughts and opinions of respondents as a whole. A review of both all answers as they were received and grouped responses will be carried out by MRMPO in the development of the MTP.

Question 1-What is your primary mode of transportation? What other modes of transportation do you use? Other (please specify)

Verbatim Responses

- train on occasion - would use more if it ran more frequently
- aircraft
- motorcycle
- Roller Skating
- private aircraft
- It's really a mix for me, every week -- it depends on the trip (grocery store, guitar shop, etc)
- Bicycle
- Take train to Santa Fe. Walk to get mail.
- car pool
- lyft
- I walk to and from work every day but do all errands by vehicle
- In-line skating
- Uber
- Uber/Lyft
- mule
- motorcycle
- bike commute most days
- ATV
- Senior Ride, Senior Van in Santa Fe
- friends and ABQ Sr. Affairs van; some walking to local shops
- walking bycycle are for recreational and health maintenance reasons
- i sometimes use my longboard
- Commercial airlines

- Motorcycle
- Running
- Uber/Lyft
- Don't have a car right now, wish I could ride the bus, but there's no service in our neighborhood
- motorcycle
- Specifically, my primary mode is an electric car.
- rideshare
- Motorcycle
- Lyft and uber
- Lyft -- around three times a month.
- Ride hail services like lyft
- Motorcycle
- motorcycle
- Motorcycle

Grouped Responses

CATEGORY	Motorcycle	Other	Ride Share	Skating	Aircraft
TOTAL	8	8	7	3	3

Question 6-What do you feel is the main cause of the congestion you might experience?

Verbatim Responses

- non-emission autos from Rio Rancho polluting ABQ air, construction and BRIDGES!!!!
- Lack of easy to use bus routes beyond Central
- Not enough Bridges across the river
- Volume
- Too few bridge crossings over the river
- Others not knowing how to drive
- Rush-hour traffic in addition to bottlenecks.
- I don't experience traffic congestion
- traffic congestion is not the issue - the issues are crime (theft, vandalism) and safety (hit & run while parked, careless driving, etc)
- traffic volume
- Commuter traffic
- There isn't regular congestion.
- too many cars on the road
- Too many people driving and not enough walking, biking, or using public transit
- I commute by bike. Fast unattentive drivers & hills r a killer

- Too many roads, too much parking, too many free and cheap parking spaces, too many lanes, too little gas tax, too few (none) toll roads/bridges.
- Too many cars and lack of frequency for the Railrunner
- Motor vehicles
- the ubiquity of single-occupant vehicles all trying to get home at the same time.
- ART rerouting traffic to bottlenecks
- Heavy traffic at major arterial crossings
- Lacks infrastructure of growth in our communities
- zoning and street structure
- ill-timed traffic lights, high traffic areas with inadequate traffic lanes
- single occupancy cars
- Too many cars on the road
- Too many lights on the new stretch of 550 between Rio Grande and 528
- Not enough transportation options
- travelling diagonally across the city
- Poor road design for the amount of increased traffic.
- All of the above. There has to be changes to the infrastructure going from the West Side across the river. There are limited options from a road standpoint and they all are heavily congested
- Lack of planning well
- Too much traffic
- West side needs new roads! A bypass or something
- We are very limited ways of how to get to the southwest side of town.
- Varies from day to day. Construction, lights sequence not conducive to traffic levels. Many areas need turning lanes (sage by central). Can be at that light 3-4 turns. Over 10 minutes.
- too much traffic at prime times
- Not wide enough road in South Valley...namely Dennis Chavez
- All of the above
- Busy roads
- East - West Sen Chavez
- Semis
- New residents on West mesa overwhelming Bridge St and Arenal traffic
- not enough rio grande crossings
- not enough bridges crossing the rio grande
- Not enough ways over the river
- Crazy bully drivers unsafe
- Main Street and Route 6 is always backed up and with a accident there are no ways to get around them. The schools have cars back up on Main Street and turning lanes are blocked for turning and two lanes are forced to be one way no way around them. Police and fire and ambulances have to speed into on coming traffic at high speeds to get to incidents. Very dangerous at all time.
- Poor planning by the Village and County
- all of the above; crashes/incidents typically due to people driving stupidly
- There are a multitude of problems - crashes, construction, bottlenecks, & roads/streets that need to be 4 lanes not just two - Senator Dennis Chavez from Coors west to past 118th is one of them.

- Paseo del Norte and Unser need four lanes in the far west side.
- Bottlenecks but also the inability of people to merge (specifically at the Big-I, more specifically merging onto I-40 E at 6th Street anytime between 8-9:15a)
- Almost everyone in the city uses a car for all transportation needs
- The number of schools on Main St., Los Lunas, and the 15 mph hours.
- too many people traveling at the same time
- The traffic congestion in this city is notoriously minimal
- Not enough exits to traverse Los Lunas
- No easy alternate route into Los Lunas.
- 1,2,and 3 above tied together
- MTP
- too many vehicles on the road
- Traffic
- drunken driving, eating and texting while driving
- Incorrect road and urban design: the NM 550 is a highway that has stoplights and intersections instead of frontage roads, on/off-ramps and overpasses
- Lack of bike lanes
- Too many cars - solo drivers
- Bad drivers -- speeding, weaving in and out of traffic, etc.
- Too many people on the road at one time, myself included
- lack of river crossings (live on West Side)
- not enough river crossings, congestion due to construction, bottlenecks and crashes
- From experience; everyone going to/coming from work at the same time
- Westside & Rio Rancho traffic
- Only 5 bridges west to east in metro
- Too many cars
- Failure in planning road system and traffic lights, a separated east and west city - not enough bridge crossings
- Going across water. It was already difficult and then they doubled the traffic by doubling up size of Rio Rancho
- Demand / Auto Dependency
- too many cars
- poor road maintenance
- Just too many people relying on individual transport and using bridges that limit number of drivers
- lack of carpool lanes, park and ride, or any support for public transportation by city
- I'm retired. I experience no congestion issues by not driving during rush hour periods.
- Not enough lanes or bridges for the amount of traffic
- I primarily bike to/from work so traffic generally doesn't affect me
- Piss pour designs!
- ART boondoggle
- Lack of Bridges and Direct connections from Rio Rancho to Interstates.
- Not enough options to get across the river, current routes are just not able to accommodate the amount of people crossing during rush hours, this causes bottlenecks and accidents.

- Construction: The City's incompetence when it comes to infrastructure planning and timeline development
- All of the above
- ART construction confusion
- Too much traffic for the surface streets; ABQ does not have an expressway system, so it is mile-after-mile of stop-and-go traffic lights.
- Rush Hour.
- Central and Zuni have been ruined by the reduction in capacity and throughput.
- Drivers on cell phones at traffic lights not paying attention to when light turns
- na
- stupid drivers
- Poor planning, the population has grown and roads were not planned to accommodate the growth.
- Rush Hour
- I walk to work one mile and have no congestion issues
- There aren't enough roads that cross the river and connect to I-25
- changes in traffic pattern caused by art
- Cars not acknowledging bicycles
- Timing of lights. Very irritating watching east-bound traffic move while west-bound traffic waits at light (or vice versa). Please allow 2 directions to move at the same time.
- ART
- 1% utilization municipal bus system - complete waste.
- Single occupancy vehicles
- Construction AND crashes and incidents
- Intersection lights timed poorly, Bottlenecks, exit ramps in left lane (Paseo/2nd)
- Busses do not present a plausible enough alternative to release pressure.
- BRT bus redesign of Central
- Too many traffic lights
- Lack of bridges across the river, not enough lanes on existing roads across the river or major roads across town, construction, poorly time traffic lights.
- Poor traffic planning, poor driver training
- All of the above
- Bad drivers
- Poor driving of general population
- [Expletive] Drivers.
- a, b, and c above. Plus a complete lack of viable mass transit.
- People not knowing how to use their cars especially on the freeway. Left Lane pass zone, middle Lane travel, right merging on and off
- Not enough infrastructure, especially on the west side.
- Not enough bridges to get to the west side in the afternoons
- People breaking the law.
- Too few bridges over the Rio Grande
- the ART project which in addition to being nonfunctional has completely disrupted traffic patterns

Grouped Responses

CATEGORY	TOTAL
Other	35
Volume	27
Bridges	19
Bad drivers/crashes	17
New roads or road design needed	12
Transit-related	10
Poor planning	8
Construction	6
Not enough use of other modes/options	6
Timing of lights	6
Bottlenecks	5
Don't experience any	5

Question 8-What (if any) are barriers in your personal travel? Comments.

Verbatim Responses

- so much traffic headed east to cross bridge.....and west
- We need more river crossings than just 550, PDN and Alameda
- Affordable parking at UNM or Nob Hill area is a big problem
- confined to wheelchair
- I do not own a car. I can afford one but I've found it's not worth the money or the harm to the environment
- I can't bike home in the winter using Paseo de las Montañas because there is no light at all on the path, which makes it very unsafe. I am hesitant to try to take the bus because there are not enough spots for bikes and I don't feel it's safe to stand at the bus stop for 20 minutes waiting for the next bus, which may or may not have a space for my bike.
- crime/safety - auto & bike theft. Is area safe to park bike or car? Is it safe to wait at certain bus stops? etc.
- Albuquerque is too car-centric and roads are hostile to pedestrians and cyclists. More road diets, please and slow the cars.
- Bus and train: not frequent enough
- I have difficulty walking and bike riding.
- Bus and train schedules are abysmal. Imagine if I-25 & I-40 charged a "fare" and were not accessible after 6pm, not accessible on Sundays or holidays. When moving cars is more important than moving people, people die, businesses suffer, municipalities incur ever increasing costs.
- Railrunner headways are awful - needs to be double tracked to increase frequency.
- We drive Lomas a lot but I would not call that a good route because it is designed for speed and selling things, and I find it, like most of our arterials, quite depressing. A good route for any mode focuses on practicality, wellness, and human connections
- Bus service times - lack of late night service
- train service is intermittent so can't use it unless during commute hours; plus the ART doesn't run on Central
- When I go grocery shopping I can't carry all the purchases on the bus. Buses don't come frequently enough.
- We only have 1 vehicle, we can't afford 2, but I don't feel safe walking, taking the bus, and I can't use a bicycle.
- pot holes
- Mostly congestion on freeway and road construction.
- I work in Santa Fe often but it is tough for me to use the train because of public transit once I get to Santa Fe
- I drive as little as possible because it contributes to climate change.
- Weather can be a barrier when I'm riding my bike (too hot, cold, rainy, windy, etc). We can't change the weather, but we could make improvements that would offset the weather barrier. For instance, providing shade for bike trails. There are lots of great routes, but there is rarely any shade so it's like crossing the Sahara in the summer. It's frustrating to see the city

spending so much money to beautify center road medians with trees when they could be so much more useful as shade for people walking or riding bikes on the side of the road instead. People might be more inclined to give trails and sidewalks a try if they were more comfortable and pleasant to use.

- I put "I do not know" in Question 7 because while it's "easy" to get places in a vehicle, it's "hard" on the environment; meanwhile, other forms are moderate to difficult. So putting "all" in the question makes it generally unanswerable and not useful from a survey research perspective, imho.
- Some sidewalks are in poor condition or too near roads.
- sidewalks are too close to the street, drivers don't respect bike lanes.
- train schedule is terrible from Santa Fe to ABQ.
- The bus route doesn't go close enough to work.
- To be more useful, the Rail Runner must gain double-tracking and regular service in both directions every hour--with bus connections for every time slot
- Sidewalks in Albuquerque are terrible. Some of the worst in the country.
- Crime! Terrible sidewalks.
- I would only bike on completely off-street facilities
- Limited roadways cannot accommodate increase in traffic. Putting buses in already congested routes does not reduce commute time.
- being disabled am limited in how far I can walk, there is NO way I can ride a bike, and while there are bus stops in my local area, while I could possibly reach the bus stop, there's now way I can carry groceries or anything else from the bus to home. And bus stops - I cannot be out in the heat, so those are out. And sitting at a bus stops for the 30mins to an hour to transfer buses, no way.
- I do not own a car (by choice) and my biggest barrier in personal travel is not feeling safe around motorists in this city.
- Don't own a bicycle
- New to area; not yet familiar with train/bus network.
- It has gotten out of hand now. Homeless drug dealers and criminals have taken over public transportation to network and get around town so it is not even an option for most people. It is way too dangerous. Even walking to the bus stop is dangerous for young girls. The depot near 7 bar has increased this problem with a direct route from central near UNM. UNM is becoming increasingly more dangerous because of the bus stops there.
- Limited amount of state receiving train coverage, limited bus schedules, limited connecting bike trails
- Few alternatives to major routes
- I don't utilize train or bus service, not do I own a bicycle.
- Running: safety and time concerns both apply
- Physically Handicapped can not walk except for short distances and can not bike at all.
- City buses feel not only unsafe but also unhygienic. I've seen vagrants leave behind bodily fluids, the smell can be terrible, the materials of the seats do not seem to be conducive to thorough cleaning. Overall experience can be disgusting.
- Not enough traffic lanes & increased number of buses congest traffic flow and increase driving time.
- Endless stop-and-go traffic lights.

- There are a lack of good routes and safety is a concern traveling by bike between downtown/north valley and areas east of I25 such as the University Area
- Train: times that express trains are available
- Side-walks are not wheel-chair friendly. Wheels get stuck between sections of pavement at north-east corner of Lomas & Washington.
- Criminal distruction of Rt 66 (Central Ave.)
- safety -- there aren't enough cyclists to increase car awareness.
- I've had car drivers try to run me off the road.
- I used to ride my bike to work but can't now that I have kids and have to drop them off to work in the mornings and pick them up from after school after work.
- We need more bike paths and bike-friendly infrastructure!
- too infrequent railrunner
- Disability making walking biking and standing too long hard
- motorcycle : Saftey
- bus connections don't cover westside routes very well
- Speeders make it dangerous for everyone. The average speed on paseo del Notre is 80 mph
- Homeless on every road, every intersection, every sidewalk, every bike route.
- People breaking the law, causing wrecks. Motorcyclists speeding in excess of 90mph down 30mph roads. The city putting illegal lining on roads, making it illegal for residential neighborhoods to use their streets because the individual in charge decided she wanted her route home to Rio Rancho to be faster. The city not actually caring about the road system and using it as a means if intimidation and bribery on the citizens.
- Train - too infrequent not really lack of routes;

Grouped Responses

CATEGORY	TOTAL
Other	20
Crime/safety	17
Transit too infrequent and other transit issues	16
Bike trail issues	8
Personal mobility constraints	6
Sidewalk issues	6
Congestion	3

Question 9-If you use ride hailing or ride sharing services, please tell us the primary trip purpose for which you use it (for example, to get to work, to get to school, for social/recreational purposes, to get to the airport, etc.).

Verbatim Responses

- Going to church.
- social activities
- Social events (Drinking)
- Work
- Airport
- My neighborhood the International District has no bike shares yet.
- Social
- For social/recreational purposes
- Airport
- get to/from airport
- social/rec and auto repair
- Social/recreational purposes
- to get to places the bus doesn't easily go, or when i'm running late
- To get to the airport.
- social/recreational
- Alcohol consumption
- While on vacation to avoid renting a car
- i don't use in Albuquerque, but while travelling i use it for social/recreational purposes.
- With the good weather, I would just bike mostly. As for BikeShare? I luv the service, but bikes are not large enough for me - the fit is uncomfy
- Airport, evening events-don't drive after dark
- To get to airport
- Recreation
- When I could not drive due to an injury
- Entertainment and airport
- social, Sunport
- Simple - get from Point A to B quickly. Would be nice to have other "share" options.
- To get to the airport and when traveling outside of ABQ
- recreation or getting to the airport
- Social events, Dining out, and entertainment
- To get to the airport
- hailing for recreational use after drinking too much to drive, bike share to get folks that don't have their own bikes (or are here from out of town) on bike rides with my family
- Social
- Special events for ride; recreational for bike
- Vehicle most convenient esp for long distances
- Recreational and work/meetings
- Social/recreational and work

- recreational/travel
- I only use ride hailing when we travel out of town.
- Pace: various destinations
- Usually in other cities
- only for airport
- airport
- To get to the airport
- to get to and from the airport
- recreation and to get across the train tracks at night because it is unsafe.
- Getting home from the mechanic
- I have only used Uber in other states
- Airport
- to/ from entertainment
- When health issues preclude driving
- Social, airport, to go to places with no parking
- To and from airport
- Social/recreational
- airport, downtown
- to get to work, airport
- social/special occasions, on vacation to site see and get around
- Rides to bars/restaurants when I know I'll be drinking and to the airport
- Social/Recreational/Airport
- I use this when I am visiting other cities or to get my father a ride in Albuquerque as he no longer drives
- social outings in the evenings
- Airport. Car in shop. Visiting places with alternative transportation options.
- social, entertainment, airport
- Social/recreational
- social/recreational
- car share to get to the airport or while traveling, bike share only while traveling
- special events, such as Balloon Fiesta
- Social, airport, downtown
- To get to the airport for personal and business trips
- N/A
- social
- Uber out and home to avoid DWI
- Social
- Airport and mechanic
- Social
- work
- When car is in the shop.
- Recreational
- social/recreational purposes

- I would be afraid to use uber or lyft
- Don't use.
- Airport
- medical
- airport
- Airport
- Get to airport
- Social
- social/recreational
- I have yet to use PACE, but plan to do so in the very near future. My primary purpose will be to check out the bikes and do errands and such. I am a VERY frequent user of bike share in other cities when visiting.
- to get to airport or services I can't by car ...or if drinking
- social or recreational purposes
- because I don't drive
- Airport, dining out
- airport
- Airport
- When dropping off my car at the mechanic
- I used ride hailing only in other cities, not ABQ.
- social/recreational purposes.
- get to gym
- Ride sharing: to go to the airport, Bike share: to get around downtown for meetings
- uber
- Can't afford taxis or ride sharing options, and again, no way I can bike
- social
- Social/recreational
- when I do I use it in conjunction with the busses, to get to destinations quicker
- social
- When drinking alcohol
- social/recreational purposes
- recreation and to get across the train tracks at night because it is unsafe.
- when on travel out of the state
- Airport or to go to/from bars/breweries
- Airport
- Designated driver, own car in for service
- To get to the airport
- recreational
- when my car is at the mechanic
- recreation
- Social/recreational
- social, airport
- For when I will not be able to take my own car or driving will be dangerous or inconvenient

- When traveling
- night out, alcohol involved
- social/entertainment - Uber
- Airport Lyft uber
- To not drink and drive or when the long distances are not conducive to getting there by bicycle
- Travel to/from airport
- social
- social/recreational
- During vacation or out-of-the-city travel (e.g. visiting family)
- social/recreational
- To get to/from the airport
- To go out
- airport, downtown evening entertainment
- Ride hailing to get to and from the airport & bike share for social/recreational purposes
- I would use it to get to the base or to shop, etc.
- Airports
- Social/recreational
- Airport
- Sporting events, airport, social entertainment
- To get to/from the airport
- Social/recreational purposes
- Airport transportation
- Airport
- ride hailing to support or occasionally short trips that allow me to not have to use our 1 family car
- To get to the airport
- Recreation
- Ride hailing to get to the airport, and bike share for one way trips where the corresponding trip is done via another mode of transportation.
- Getting to/from the airport
- Airport
- random, i.e. airport
- Social/recreational purposes
- Get to/from the airport
- Bicycle rental "litter" is misuse of public space.
- Recreational
- Social
- Social/recreational and airports
- Social
- Getting home after a night of socializing and it would be unsafe to drive
- primarily used when traveling. Would like more bike share in town.
- Airport

- Recreational/emergency
- I use it when I miss the bus or the bus is late, or when I need to go somewhere not on regular bus routes.
- Alternative to bicycle when the weather goes bad.
- Get to activities
- To the airport, home from bars
- Social purposes
- Social purposes. Downtown to nob hill.
- Get to the airport, get home safely if drinking
- Primarily for social/rec purposes
- airport
- To drink alcohol
- social/recreational (to/from bars), to get to the airport
- To and from airports in other cities.
- Social or airport
- Social and to Airport
- Usually to go out or personal travel (not work related)
- Work
- If I drop my car off for service or are going out after drinking.
- airport, and or when vehicle is out of commission
- Avoid drinking and driving
- For social events
- After drinking alcohol.
- Social/recreational purposes
- There's no training for them, no regulation to ensure quality and legality. Wint use them.
- To go out with friends if we will be drinking
- Ride hailing = social (don't want to drink and drive!) Bike share = errands
- After drinking and none of my friends can give me a ride

Grouped Responses

CATEGORY	TOTAL
Social activities	97
Airport	68
Other	35
On vacation	20
Auto repair	11
Work	7
To get to where bus does not go	3

Question 12-If you have any additional feedback you would like to share with us regarding transportation in our region, please include here.

Verbatim Responses

- either multi- or single-family residence, no strong preference
- Preference would be a duplex or a single-fam + casita situation
- senior housing by then probably
- rental (house or apt)
- Cohousing
- The type of house is dependent on the transportation infrastructure
- Either - location and affordability are more important factors than type.
- Someplace walkable,universal design,few/no cars,dense habitation but natural green spaces,
- I want to have my own yard and house but don't mind if it's attached or part of a compound or something; like a single family house on a property with multiple houses
- co-housing
- Single family residence in a mixed use urban area
- cooperative housing
- co-housing
- duplex
- Co-Housing
- Shared compound with friends and family
- Ranch-down south
- Small farm
- Larger home
- Mobile home
- co-housing community
- big house
- Townhouse
- senior living possible a community with community center and activities.
- Single family but with a bit of land still close to city, perhaps in some part of the south valley that is nice yet affordable
- Hopefully in my same home depending on health.
- N/A
- family compound composed of clustered single family units
- Retired and not planning to move
- This heavily depends on the transit options available at the time and my physical health.
- No preference.
- multigenerational, intentional community
- Will depend on health
- co-op
- Senior living center
- Assisted living
- Senior

- RV
- just would like a larger apartment :)
- assisted living that would provide me with a small maneagble yard
- Co housing
- home
- don't know
- Assisted living/retirement community housing
- This does not matter. Working people of all classes have to be desperate to submit themselves to the criminals environment. There are stores and shops hiring at corners where these homeless criminals harass hardworking people trying to use the bus stop, or step out in front of bikers and stop them. Safety and the bottleneck of the Rio Grande are by far the largest factors. Makes everything else irrelevant.
- Small cabin in a forested area.
- multiple detached units on one lot (ADUs) for privacy and sound reduction, compared with attached units.
- Complex for seniors to live seperately but share common resources
- downtown
- CCRC Continuing Care Retirement Community
- Single-family residence in Belen or Los Lunas.
- Retirement community.
- More transitional homeless shelters/lodging.
- Co-housing community
- Single family residence with "granny flats" attached to increase density and add income.
- condo
- smaller home when I retire
- co-housing
- Either - location, cost, quality are more important to me than the type of housing
- Shared or assisted
- Shared house
- In the country, far from the madding crowd
- Communal multifamily property
- assisted living
- Cluster development
- own home and workplace/shop
- M
- Multi-family houses in a compound.
- A bus that gives me the freedom to take home wherever I want it to be, far away from people.
- cooperative housing
- After drinking and none of my friends can give me a ride

Grouped Responses

CATEGORY	TOTAL
Co-Housing	14
Other	11
Senior living	10
Single family	6
Rural	5
Multifamily	4
Co-Operative housing	3
Mobile housing	3
Same place	2

Question 13-If you have any additional feedback you would like to share with us regarding transportation in our region, please include here.

Verbatim Responses

- installing toll roads from Rio Rancho rancho to ABQ, they don't have to do emissions, yet they drive down here everyday.....
- More river crossings than those now available
- The international District does not have equitable transportation because of commuter routes on San Pedro that make no sense
- Incorporating modern/green stormwater infrastructure
- going carbon-free
- new roads are a liability. their maintenance costs are too high. the gas-guzzling is bad for our local health and economy, and the global climate crisis. the city must stop spreading out.
- capacity of transportation infrastructure
- Lack of foresight/funding
- If you only want people to select 3, you shouldn't let us select more than 3
- transitioning the current infrastructure to get away from cars
- Implementing Complete Streets. Bicycles by definition are vehicles and by law operate that way. Streets can easily serve bicycle vehicles if we operate them better and change our mentality
- Taking better advantage of our bicycle network for commercial activities.
- Affordability for the tax payer
- Transit funding
- Routes across the river
- Increase in EV, all vehicles
- Construction
- West side needs new roads. We need new jobs
- Availability of services to isolated rural areas
- Bad drivers and more crashes

- lack of sufficient infrastructure to and from growth areas (west side)
- Construction
- more train tracks
- Crazy drivers
- Senator Dennis Chavez needs upgraded to a four-lane boulevard.
- significant lack of attention to major westside roads, 4-6 lanes drop down to 2 lanes.
- I can definitely sympathize with the equity problem. I often see a little old man navigating our neighborhood in his mobility scooter. There are no sidewalks which isn't especially safe. But it's even worse when he tries to cross Paradise Blvd. It breaks my heart every time I see him on that busy road with his scooter. I've called 311 about it but we're in a weird area where the unincorporated part of Bernalillo County butts up to the city and they won't do anything about it. Also, I wish it felt safe enough for me to walk or ride bikes with my kids to get from place to place. Instead, we have to drive our bikes to a trail because it's not safe enough for the kids to start from our neighborhood.
- Alternative routes
- We need more bridges across the river
- safety to me means safety from violence on public transportation
- scheduling so that it accommodates all ages -
- time
- Climate change!
- Expanding vehicular capacity, transit and bikes will not do it all
- Need more bridges across the Rio Grande.
- Creating a public transportation system that includes north-south routes and is adequately funded to have stops closer to people's needs than a half-mile.
- Increased low density development = longer travel times and increased need for car
- Reducing transportation's GHG footprint
- Getting rid of ART and making sure the voters have a voice in any new project of this type
- Better representation of needs of residents by Neighborhood Associations
- Which politicians' pensions are we going to drain to pay the remaining \$120 million ART project debt?
- Environmental health more for larger urban areas.
- How to make personal vehicles less necessary (even self driving ones!)
- With the lane reductions on Central and Zuni we have self imposed congestions; more people will not ride the bus since we don't have enough density along those routes even with some multifamily being built. It's not enough nor fast enough.
- avoiding fiascos like ART because of the POSSIBILITY of federal grant \$
- Cost
- Educating and encouraging people to consider alternatives to SOV travel as viable and good options for themselves and/or for others
- Pollution
- Strange people on bus
- red lights and speed limits are just suggestions...rarely adhered to
- Beneficial use of limited space for transportation (e.g. roads take up too much space to serve too few travelers in a growing metro)

- Planners and contractors forcing unwanted systems (A.R.T.) instead of serving citizens actual needs.
- Sprawl exacerbating existing problems
- Resolve
- Ability to build infrastructure required to cross the river for west side growth.
- selfishness
- Improving infrastructure
- Education of road law. This state doesn't even attempt to ensure it's drivers are educated.
- Environmental barriers to creating necessary infrastructure
- Improving public transportation.

Grouped Responses

CATEGORY	TOTAL
Other	11
Air quality/climate concerns	8
More capacity needed	7
Safety	7
River crossings needed	5
Funding	5
Transit	4
Complete streets/multimodal options	3
Citizen input	3
Equity	2
Maintenance	2
Land use	2

Question 16-If you have any additional feedback you would like to share with us regarding transportation in our region, please include here.

Verbatim Responses

- Bernalillo County drivers are FORCED to do emissions, but Sandoval County DO NOT have to do emissions, yet they drive down to ABQ everyday and pollute the air. It outweighs the good the ABQ drivers provide by keeping their cars clean and running well. The offset does not outweigh Bern County emissions to Rio Rancho non emissions.
- Our transit system sucks. Make it better please. Roads are great but we have plenty of high speed 7 lane boulevards crisscrossing the city. We don't need any more sprawl. Make ABQ multimodal.
- While infill and corridor development is important, don't neglect expansion areas too.
- We need more river crossings than 550, Alameda and PDN! (Why not extend Northern Blvd to I25)
- The poorest areas use the public transit the most and have the least stops. So data is skewed because people are walking further to ride the bus.

- Electric assist bicycles should be strongly promoted to encourage people who would not otherwise ride a bike.
- Please work on developing a more comprehensive pedestrian and public transit culture in this area, especially in Albuquerque itself! My #1 issue with living here now is not crime, it's that I find myself driving my car WAY more often than I want to! A better-connected transit system, and a more developed sidewalk network in neighborhoods like Uptown and Cottonwood that encourage people to use public transit or park once and walk around the area would help our City greatly.
- When I chose prioritizing safety on several questions, I am thinking things like lowering speed limit, narrowing lanes, wider sidewalks, ADA compliance, sidewalk bumpouts, enforcing traffic laws, street trees, bike lane buffers, and other things that will make driving, cycling, transit, and walking safer and more pleasant. In other words, safety is a catch-all way to improve all modes, especially more vulnerable modes (peds, bikes) and more vulnerable users (i.e. also addresses equity). Also, while there are many important transportation priorities in the region, safety is the most important short-term, land use is the most important long-term (i.e. the need for less sprawl & more mixed use areas), and transit is the area where we are most under-investing (ART notwithstanding). Tax revenues from increased development in activity centers should be used to improve access to these areas by transit and safe walkways and bikeways.
- Need more support for transit oriented development.
- I would love to see innovative ideas implemented in our region. In my mind, constructing a new bus system (ART) along Central Ave is not innovative, but maybe something like more (and safer) bike lanes would be. I would also love to see greater emphasis on making pockets of the city more urban.
- We need to plan for a carbon-free city, so that we will have a livable climate.
- - Abq Rapid Transit has been somewhat of a shitshow, but I'm still looking forward to it operating. Ideally with solar-powered electric buses. And it'll probably need some flexposts in places cars try to use the lane for left turns. - More & better connections between Rail Runner stops, buses, & bike routes. Encourage more multi-modal use of train, incl for one-zone trips (e.g. SW Abq residents can ride it from BernCo to their jobs at Journal, or get on a convenient bus to other job centers). Put big Pace racks at every RR stop and at nearby job centers. - Protected bike lanes. - Enforcement of bike lane violations (cars driving in it, parking in it, delivery trucks with flashers on, hotel shuttles idling, parents picking up their kids idling). - Bike To Work Day is annual, and that's not often enough. Folks need to learn that their long daily car commutes are killing 1) their health, 2) their happiness (there are scientific studies on this!), 3) local air quality, and 4) the planet. How can we get more people out of their cars? I don't know, but I suspect it'll need to be a lot of things, including PR campaigns, better bus frequencies, more street lighting, sidewalk repair... - Bring back the D-ride. The new free fare zone is only for incoming. What about going from ATC to the library or courthouse? it could be a smaller shuttle if ridership is low. - Dream: The Rail Runner runs much faster, and gets extended from El Paso to Taos. - Dream: a toll for inbound vehicles from Rio Rancho to use Paseo del Norte. Seriously. ABQ taxes paid for that fancy new interchange, but it mostly serves Rio Rancho commuters. - Santolina is a terrible idea. Not because of the water, like most in opposition say, but because of the infrastructure costs (roads, lights, sidewalks, drainage, pipes, pumps, electric, phone, internet) and additional areas of service costs (police, fire, postal, animal control, etc). Their new taxes will not make up for these new costs (also a scientific fact). Same goes for any new edge development / sprawl. And the likelihood is high that most of those folks will be driving alone

in cars to their jobs in town, crossing the river east on the already-congested bridges, and killing more of the aforementioned things. - end of my ranting. - p.s. i'm not a planner, i swear.

- Provide safe bicycle areas, reduce speed limits, get people out of cars
- Please consider adding lighting to bike path.
- Crime: Personally, I have been a victim of crime three (3) times as it pertains to transportation - stolen car, stolen bike, hit & run while parked. // Simply put, I worry when I park my bike or car anywhere in ABQ. I use multiple security devices on each every time I park them anywhere. My wife and I even had a "close-call" with a crooked auto dealer. Priorities: 1st priority - address crime and safety issues 2nd priority - we need a seamless system of sidewalks. Sidewalks here are poorly constructed or non-existent 3rd priority-lower/slower auto speeds (calm auto traffic)
- We need more paved bike paths and designated bike lanes to encourage safe bicycle transport around ABQ
- Rural Placitas could use a bus to connect with the train.?
- I would love to see Albuquerque begin to priorities non-vehicle travel. More frequent and easily accessible bus routes, better pedestrian safety, *enforcing* cross walks, and adding protected bicycle infrastructure.
- Encourage more bicycle and foot traffic.
- I am a huge fan of public transit. I think our public transit system is pretty good considering the population density of the area, but could be so much better!
- Would like to see more safe crossing points over major roadways (I-25/40, Paseo, Coors, etc.) for pedestrians and cyclists. Add protected bike lanes. Basic traffic safety and traffic law public service announcements (PSA's). These PSA's would help remind/educate all road users of traffic laws and safety! Basic things like how to navigate a 4-way stop intersection. Merging onto the Interstate or Tramway. Use turn signals. Guidelines for Drivers and cyclists to help avoid conflicts between the two. This, in my opinion, would go a long way to help improve traffic in ABQ!
- I emphasized "safety" wherever I could. Whether I'm walking or driving I am most concerned about drivers not stopping at traffic signal controlled intersections or traffic stop sign controlled intersections. Until Albuquerque can get drivers to follow the rules of the road, it will be risky for people to walk, bike or drive in our city.
- Make Albuquerque less car-centric. More road diets, lower speed limits, more crosswalks, better timed signals that give pedestrians and cyclists a head start, end right turns on red, and please create protected bike lanes that cars can't enter.
- Protected bike lanes please!
- Stop sprawl, create green belt around city. Don't allow businesses to be built without associated housing (live above work/shop), stop building/ designing around vehicle travel. Build residences in shopping mall parking lots
- If land use and transportation aren't coordinated and our existing infrastructure isn't maintained, pretty much every other action on here is futile and won't change outcomes
- Low income areas like the South Valley still don't have access to usable transit. Transportation has become an economic determinate, which is beyond unfair
- One of the main reasons I don't use more public transportation, either by myself or with my family, is time. For example, taking the train from ABQ to work in Santa Fe takes three hours, door to door, and I can't justify spending that much time when I can drive in an hour. Same with taking the bus anywhere in ABQ. Biking is dangerous alongside the traffic, especially with kids, so I either drive or sometimes walk to nearby destinations.

- I live in Corrales and am an older person with mobility issues. There is NO public transit here. I would love to see a bus or mini bus system to at least take people to stores south of the village. Our population is aging. Many of us won't be able to drive in the future. Transit (light rail) into downtown ABQ would be wonderful.
- Transportation has historically been the driver of development. We need to go back to that model. If a municipality cannot maintain the neighborhoods and business centers they already have, they should not be allowed to sprawl into new areas. People “choose” to live out in far flung new sprawl developments because of the failure of cities to reinvest in their existing cores. Stop building more and wider roads out into the desert and instead invest in the schools/neighborhoods/business districts that have been neglected while chasing large scale developers to the fringes. Create a city that people want to live in and not flee from.
- The timing of lights on Alameda Blvd has become terrible, absurd. The left turn lanes are working, but the light sequences are confusing. Frustrated drivers become even more dangerous than usual.
- We need dynamism and energy in transportation to change the status quo. The people here deserve a livable community. This means treating people walking, cycling and taking transit with the utmost respect--valuing and rewarding them--and being aspirational beyond what is currently expected.
- Money spent on a bus system that is operationally identical to those systems in place 100 years ago seems a waste. If the idea is to provide transportation to people who have no other options, it would likely save money to give people prepaid Uber passes good for X rides per day.
- I used to drive on Central, but I avoid it at all costs. I tried to drive certain sections since the construction was completed, but it is too confusing and slow and frustrating. I will never use ART even when it does start to operate properly.
- Alternative public transportation options need to be part of conversation with housing. This is intimately tied to land use and transportation coordinated decision-making. Subsidized affordable housing on the west-side doesn't work effectively unless public transportation infrastructure meets the people where they live.
- We must discourage greenfield development projects such as Santolina and focus on increasing density through infill development.
- ART should have gone on Lomas. Discourage Rio Rancho from allowing sprawling residential-only developments.
- There are a lot of street lights out along San Mateo south of Lomas and it makes it difficult to see while I'm driving, I'm constantly worried about hitting pedestrians, bicyclists, and other cars. I definitely don't want to walk or bus at night because it's not safe. Please fix streetlights and make them brighter!!
- Of course, we should maintain our existing transportation infrastructure; however, we also need to provide more transportation options for suburban areas and continue to develop areas with multimodal options built in. Re-developing the commercial corridors in Albuquerque to be mixed use and multimodal is very important as well.
- there is a huge need for transportation improvements on east Central
- I think the transportation issues in ABQ are a symptom of historic poor land use decisions. ABQ is not very dense and there is little mixed used area. In my opinion, fixing transportation in the city starts with increasing density and bringing jobs and housing closer together geographically so people aren't commuting as far.
- I would love to see the excellent bike path system available in Albuquerque extended to our region. I dream of a pedestrian/bike bridge over the Rio Grande.

- I have a short walk to work every day since I live just east of Downtown, but I have to jaywalk to cross Broadway because the signalized intersections are spread out. There should be a signalized crosswalk at Tijeras and Broadway since just one block west there is major pedestrian infrastructure (two pedestrian walkways in the underpass under the railroad tracks) on Tijeras, one of the only ways people can walk into Downtown. If we really want people to walk and use other modes the connections and infrastructure have to line up. There's no reason Tijeras should not have crosswalks at Broadway. And the two pedestrian entrances to Downtown should not feel and smell like unlit urinals. They are the main way people on foot (visitors and workers) enter every day and should be well lit and maintained multiple times a day.
- our roadways are unsafe because people drive too fast and don't pay attention to their surroundings. We need more enforcement of laws and to change our infrastructure to force people to drive safer
- Major roads in the middle of the city bottleneck down from 4-6 lanes down to 2 lanes such as Unser and Paseo del Norte and projects are under sized the day they built.
- 1. Riding the bus 10 miles to work would ADD more than 35 minutes each way to the commute time (more than twice the time of a car trip). Buses are 20 to 25 min. apart, even at rush hour. I did ride the bus some days when my office was closer to home and the bus ride was only 50% slower (10 min.) than a car trip (about same as bicycling). 2. ABQ is great for bicycling. Availability of routes is decent and improving. Good year-round weather. I bike-commuted to work 4 days/week year-round for 23 years on a safe route with limited traffic, and am a very skilled (ex-racer) and safe cyclist. The main problem for me, is that way too many ABQ motorists are clueless, inattentive, unsafe, rude or downright evil toward bikers - it's in our culture. Many cyclists behave poorly/lawlessly and give us all a bad name. Personal experience - a few police officers also are indifferent (but others should be complimented). This will not improve much without a HUGE education program for both sides (starting in grade school?), lots of time (let those kids grow up), and changes in the judicial system (judges too lenient). I stopped commuting after my second hit-by-car-requiring hospitalization (3 others with minor or no injuries).
- Implement Grid and Perimeter Transit network
- More coordination between road projects for ease of traffic flow.
- Please include thoughts of self driving cars in your plan.
- I am a west sider. We need to focus on new roads that encourage jobs. If we had more jobs on the west side we would have less congestion.
- Control the speeding/tailgating, loud noises these cars and trucks make, drag racing, no license plates!
- With the ART project (which is currently not in use) it took away a center turning lane or lane in some areas and we still need to contend with regular buses holding up traffic. Some areas have those drive in areas to get buses off the lane while picking up people. Why did they not do this at all the bus stops. It's so sad to see such a waste of tax payer dollars.
- More community outreach with coordinated input
- Please add more protected left hand turns and four way stops.
- For seniors, safe transportation to events like plays, concerts, movies, etc at night would help them stay engaged and active.
- We need cooperation between the various levels of government to insure that expansion is done with appropriate infrastructure to support the needs of the communities impacted by the growth.
- We need a school zone at 118th/dennis chavez!!

- We need more bike and pedestrian paths that are separate from vehicle roadways for better safety
- more river crossings
- more private jets
- Dennis Chavez to be made 4 lanes from Coors going west to past 118th
- I don't think I understand "multi-modal networks."
- Job creation west of the river will be key to helping with the transportation issues we face now and in the future.
- Fix the congestion we not have on Main Street and Rt 6. Look at the congestion issues you will cause with the construction of homes along Highline with this being the only road in and out of the community, redesign this area now with more access roads in and out of this area and off Main Street, a entrance access road going North from the community and off Main Street would help some of the congestion that the Village of Los Lunas has approved with no access road in and out of this community that will have thousands of homes and more cars, busses, trucks and other vehicles on the only one lane road in and out of this area.
- Current conditions in the Village of Los Lunas, especially on Main Street has been and still is deplorable in accommodating daily rush hour schedules. School areas off of Main street pose a major problem for traffic during release times. Road maintenance especially in the unincorporated areas such as Manzano Expressway really need major attention.
- Senator Dennis Chavez needs to be made into a four-lane boulevard before anything else is allowed to be built on the open space on the south side of it.
- We are too slow to respond to growth on the north west mesa
- stop spending every 20 years all the trans \$ on Central Ave...there are other parts of ABQ you know.
- Affordability, diversity of options, and equity needs to be built into our transportation system.
- I love the talking walk crossing signs like at 528 and Barbara Lp. Need multi modal way to get from Intel down the hill to Cottonwood. Rio Rancho resident.
- One of my main issues with public transit in the area is reliability of the bus to be on time or show up at all.
- I drive an electric car and there is very little incentive to do so. No dedicated parking, discontinued free city parking, very little infrastructure (charging stations), etc.
- More bike trails and protected bike lanes. Connecting existing bike trails.
- I am very grateful for the existing network of bike trails that the city had the foresight to build. I used to only get around by car, but I've been using a mix of bike and car for several years now. I feel like more people would give bikes a try if they only knew there were so many safe trails that you can use that are away from vehicular traffic. The best ones are usually hidden next to arroyos and you probably wouldn't find them without a map. The trails themselves would also benefit from more wayfinding signs. I often get to an intersection with another trail or even a regular road, but it's not marked so I have no idea where it will take me. It would really be nice to have miniature street signs, just like a regular road would. I also have suggestions for the Albuquerque bike map. The biggest problem I usually have is the bike map doesn't always show when a bike lane isn't complete. Sometimes I'll be riding along just fine and all of a sudden the bike lane disappears and I'm merging with fast-moving traffic at an intersection. The map shows a solid line, so I'm unprepared. Southbound Unser at Irving is an example. It's extremely dangerous and I plan my routes with that bike map. They need to show a gap if the bike lane falls away at the intersection. Also, it's really difficult to make out the 50-mile bike loop on the map. It would be helpful if they put the loop outline (in the 2018 map it's purple) on the detailed

side of the map as well so it's easier to figure out. Feel free to call me if any of this is confusing. It's kind of hard to explain in writing. Leah 505-891-0935

- Traffic engineers make it difficult to cross streets legally and the police excuse virtually all pedestrian deaths unless the driver is drunk. Albuquerque is characterized by a bone-deep culture of contempt for anyone who doesn't drive, and disrespect for anyone who doesn't drive aggressively. Until that's changed, all the stuff in this survey is fluff. It will make no difference.
- Support Vision Zero concepts for Albuquerque with traffic calming techniques to make our cities transportation network safer. Implement separated protected bike lanes into our sidewalk designs and the use of protected intersections to increase the number of people using our cycling transportation network.
- Overcoming lack of density to achieve needed multi-modal goals will be difficult, but can be done far better than has been the case up to 2018. Focus on the three principles I selected over the principles dominating regional transportation to this point (i.e., getting drivers where they are going as efficiently as possible, with crashes/fatalities considered "the cost of doing business").
- Westside Blvd. is in dire need of lane additions and turning lanes. It is dangerous when turning onto or off of Westside Blvd. Why has nothing been done about this problem?
- Carpool lanes are a waste. Not used by enough people.
- Yes, the bus system is horrid. My daughter is dependent on it and has a difficult time getting around -- especially early in the morning for her job and in the evening (she doesn't feel safe because she has to walk so much to connect)
- There should be less transportation \$ spent on the far west side--the Metro area isn't growing anymore.
- River crossings continue to be the weak link in our transit system. The largest employers are located on the east side and the housing growth markets are located on the west side. Ignoring the need for additional river crossings will hamper future economic development.
- mass transit will not work as long as commute times are triple or more that of driving SOVs. Unless there is a HUGE creation of bus lines and increase in busses, there will never be the ridership. ABQ is too spread out; there is no employment hubs to shuttle people too. Another Bridge is needed to meet our city's growing needs as they are.
- Build Paseo Del Volcan
- It's the Wild West on our roads. Traffic enforcement is non existent.
- I no longer use the train daily since the noon schedule was removed. There needs to be a midmorning train available from Belen.
- Need more frequent rail runner service during the day. More bus routes. Make it easier to get from ATC to work.
- The Railrunner schedule is too limited. Add trains later in the morning and earlier in the afternoon.
- More frequent railrunner express route for commuting to Los Alamos
- Need to expand lanes from Westside of river to Eastside. Double decker highways on Paseo Del Norte and I-40 would help tremendously.
- Barriers to mixed-use zoning and increased density must be reduced in order for our transportation infrastructure to stay sane, effective, and affordable in the future. Otherwise, population growth results in an exponentially worse and unfixable transportation system.
- I live and work in Socorro, which needs more bike lanes around NMIMT. I see that ABQ is not always biker friendly, so I don't use it there. I take the train and bus when I go to ABQ, but

sometimes the bus doesn't go close to where I need to go. Fortunately, I've been able to walk most of it, but some areas are scary for walking. Too much traffic or it's a scary area.

- In question #14.14. MRMPO allocates federal money to local governments and agencies for various transportation projects and programs around the region. What do you believe should be the top three funding priorities in our region? No mention of light rail, or other alternative other than improve roads. Having more roads/lanes is NOT the answer. Look at other large cities that have used light rail, subway etc... Need to get away from fossil fuel transportation.
- smaller buses to save on fuel costs; most buses are empty so small buses might be more efficient on fuel, customers and traffic maneuverability
- Live in Bosque Farms and my closest options are Isleta and Los Lunas with Isleta being the easier option because of easier access.
- Don't blend "pedestrian and bicycle". They are two separate ways of getting around. We need much more investment in sidewalks and other infrastructure for walking.
- You guys are doing a great job. Keep it up!
- The region should adopt a vision zero plan and work toward zero fatalities across modes!
- I believe the Target Scenario is based on planner's preferences, not the publics, if the public had a choice and could live where they want. Saying that, I support varied housing choices, though I do not believe densification along transit routes will result in more affordable housing. I also think housing preferences change with economic status and confidence. I think the Target Scenario (much better than calling it the Preferred, which in my opinion did show the planner bias mentioned above) densification/gentrification will push lower income housing to the periphery, due to escalating housing costs in the centers.
- You need to do something about gridlock on I-25 and I-40 during rush hour. Also, fix the "speed bumps" in the middle of I-25 between Comanche and Montgomery from a previous patch job. Wyoming southbound from Paseo is a dragstrip. Flashing signs posting speed limits need to be set up there permanently like they are on Academy and Washington. Wyoming needs to be repaved from Candelaria to Paseo. It is nothing but ruts from previous patching jobs when lanes were increased on Wyoming in the past. Stop motorists from running red lights! Put up the damn red light cameras again and fine the heck out of people that speed and run red lights! Many, many people in Albuquerque feel like they are taking their life in their hands to drive in this city! Fix the turn arrows on Central (with the ART MESS) to allow more cars to turn since there is only one turn lane. I had to wait through 8 turn arrow lights before I could turn N on San Mateo from Central. Get a grip of what's really going on to drive here NOW instead of 30 years down the road! Tell the mayor to get in his car and drive around this crazy city! I am 71 years old and I am not going to ride a bicycle around here. It's scary enough driving here seat belted in a car!!
- Tourism is a very large part of our economy. Limited roadways and traffic congestion discourages tourism to our city because it is hard to get access to attractions and the commute time by mass transit is unrealistic if you want to go anywhere except up and down Central. Transportation should be about convenience not a cattle call.
- Neighborhood shuttle services that operate around local neighborhoods frequently, like every 10-15 mins., that would connect to major transit options. More options for people who ride the bus at night and on weekends.
- The Rail Runner is currently in some financial hardship. I believe that the reason my be is because it does not have easy access to more rural areas of the county. I do see mini buses transporting to the pueblos, casinos and to cube, nm.
- West side traffic issues!

- I hope the city will actively discourage driving because car traffic has many negative impacts and parking is a waste of land. Move people, not cars, and marginalize cars as unwelcomed guests in the city.
- Environmental concerns should always be a major factor in making any decisions about transportation. Encouraging transportation that is not dependent on the use of individual vehicles is vital to reducing pollution in our city.
- Hard not to be pessimistic about orienting more travel away from single, vehicle/rider use, given the overwhelming dominance of vehicular infrastructure in this region - as with urban centers across the country. Land use and transportation planning haven't been coordinated sufficiently/stridently over the past decades to wean most Americans away from the terrible addiction we seem to have for the "automobile" vs public transit systems. Likely would take a catastrophic event in fossil fuel availability/distribution - as in the '70's - to ever effectively force the changes necessary for a major shift in attitudes and behavior...sadly.
- Put all of the money in safety. All you are doing is spreading crime around the city using public transportation. In addition you should have listened to the businesses on Central. No one wanted an electric train to transport drug dealers, pimps to UNM. It seems you can't go near the University without being bothered by these criminals coming up to young girls and harassing them, assaulting. There are even passed out people laying around on random days.
- The City Center is too far away from my home to take full advantage of it. And when housing booms again, Broadmoor will not be an effective way to get there.
- Public transportation is important for some populations to go to work, school, shopping. Schedules and routes do not always meet the needs of these people.
- I would like to see an emphasis on alternative transportation models rather than focus on POV options. Adding lanes, making things less congestion, etc tends to have the opposite effect. I would like to see the expansion of bike routes protected from cars, more rapid bus systems, etc because these options not only protect the environment but also add to the overall well-being and health of the population. Less cars, more public transport is the future.
- We are still running the same bus routes on the east side of the river that we ran when I was in college in the '70's, just pulled further apart to accommodate growth. As I get older, I can't plan on walking an extra mile a day, so I have to rely on my car. The bus system worked okay for me when I worked downtown, but it doesn't work for a retiree who has numerous places to go during the day.
- ART has ruined Nob Hill for pedestrians, cars and buses. It is the stupidest, most ill conceived public transportation plan you could ever have implemented.
- develop more bus routes instead of ART. Give incentives for people to take the bus to work, starting with City Of Albuquerque employees who work downtown.
- The money spent on the ART bus system was a waste. Most people I know will never use it. The money would have been better invested in hiring additional police officers and retaining current police officers, many of whom are leaving for better paying law enforcement opportunities in adjacent states. The Albuquerque crime problem is a disgrace. The priorities of Albuquerque City Government are not what they should be.
- Suggest looking at Atlanta and Denver for how transportation modes are interconnected. They operate on a hub/circle design. Run express buses during rush hours. Have park and ride hubs. Have better interconnected service to the airport. like SkyRide in Denver. Consider an express bus service to Mesa del Sol.
- Extension of trail network, especially to bridge gaps, should be high priority

- Fixing ART needs to be a priority. The people didn't want it in the first place, it has destroyed Nob Hill, negatively impacted local business and is currently a giant eye sore and constant reminder of the ineptitude of Albuquerque politicians.
- If there is any way to connect Rio Rancho more directly with an interstate I think this could help commute times and alleviate traffic issues in North West Albuquerque. A more direct route not burden by stop lights or crawling through towns such as 550 with Bernalillo.
- The main places most people need to go are not on the Central corridor. I live near Central but most places I need to go take way too long by bus
- Encourage infill with housing/ employment options in vacant/ underused lots - with green space included.
- I had hoped the impact of transportation on climate change would be somewhere in this survey. I hope it is an important factor in decision-making. The transportation sector is one of the largest contributors to U.S. GHG emissions, and in 2016 it accounted for 28 percent of total U.S. GHG emissions, the largest portion across electricity generation, industry, agriculture, residential, and commercial (U.S. EPA 2018). I am not sure that simply selecting three principles in isolation reflects the interconnections and trade-offs involved in planning and decision-making. taken out of context with real situations.
- night bus system
- I don't take the bus because of safety, there is too many troubled people on the bus, so one does not feel safe taking it. I wish I could, being from Europe for me is basic. Also, please develop areas where people can safely walk (UNM area / central)
- ART is a disaster that needs to be mitigated. Safety, as in all aspects of Albuquerque's quality of life issues, is a large element of transportation. Not just safety on roads, but safety in public transportation. Buses feel dangerous when vagrants use them as pseudo shelters.
- Stop decimating Route 66 roads/streets/businesses and honor and respect streets/roads/residents/property owners in historical neighborhoods.
- The ART project was a waste of taxpayer money on a problem that did not exist, rammed down the throats of a protesting public. Extend the Rapid Ride farther into the NE Heights (for example, the "Green Line" up Tramway and over to CNM Montoya campus.) The remaining bus lines are inadequate: Slow with poor connections (long wait times). The RailRunner is a costly joke that serves a tiny number of people. I have no idea what most of the "Target Scenario Principles" of question 15 even mean, much less justifying the spending of taxpayer money on them.
- Transit hubs should come first, then development. Let's build the city around major transportation services. And NOT emphasize personal automobile use (including self-driving cars).
- Continue implementing "vehicle budget" planning to increase land area dedicated for pedestrian access and human health priorities such as open space, beauty and gathering; recent projects on Silver, Lead and Coal are good examples.
- It seems to me that the train is great in some ways, but if I were to use it to get to Santa Fe, I could not then easily get to the places I need to go in the city.
- If you don't resolve problems with crime in society you won't keep criminals off of mass transit and no one will use mass transit if they can avoid it. Enforce laws on a daily basis even if that means keeping criminals in jail.
- If you would get together with the trains and lower the prices, then you would have more passengers rather than less and less traffic on the streets.

- Bus service is a mess in Albuq. We live at the far south end of Juan Tabo. To my knowledge, there are no routes out here and even if there were it could potentially take us half a day to get somewhere. Need more bus routes and incentives for people to ride buses. Need more safety on buses and around bus stops (too many drunks hanging out/living near them).
- I love my bike, more bike lanes. and More clean vehicles.
- Cater to Gen-X needs
- Track real data concerning the impacts of pedestrian and bicycle improvements to use.
- We build all of these features but nothing is connected or it is very limited. For example I cannot get to the airport. Another example is if I use the rail runner the times are so limited that I only have two options which means that I will drive. Look at a large city - you have choices and you are not stuck. We always build but we are not truly connected so no one rides. And our crime is so bad I don't think people feel safe on any public transportation. So we take our cars everywhere.
- I am so pleased with the rail runner!
- With our temperate climate and our existing strong culture of walking and biking for recreation, there is a huge opportunity to increase multi-modal travel, especially for people walking and biking. People want to walk and bike- but they're not going to do it if they don't feel safe. We need to spend more MONEY on bike/ped infra; the truth is in the budget and the budget right now says more cars forever. We need to look at the ROI of road building (hint: it's low).
- As a New Mexican born in California, I find traffic congestion here laughable. Nonetheless, we are a sprawling area that is not well interconnected.
- Transportation for the disabled/elderly is inconsistent and cannot be relied on often increasing the anxiety/stress on the users.
- I think you're doing a good job with the resources we have. I also think it's a good idea to look at other systems, not just in the US but worldwide. Also, please let's get the ART buses running ASAP, and increase the schedule range (ie have the buses run later) than what it currently is. Thank you for asking for feedback.
- The bus has Scary people on board
- Ride a bike when ever I can . I drive a car when I must.
- Yes! There are certain traffic lights in town that are on red much too long. For instance from Haines to San Pedro, and also from Alameda Parkway to Alameda. These "crazy" red lights are so annoying that I would not wonder if some people cross on red because they believe that the lights are malfunctioning. I am sure there are many more....
- The greater Albuquerque area has huge potential for cycling if a well connected, safe and (semi) segregated path system can be set up. As it stands, we have streets designed in the middle of the 20th century that squander our transportation space and make it too easy to drive fast and drive everywhere. Effective bicycle and BRT infrastructure development can allow our sprawling city to ween itself from cars and improve transit times for all of our citizens, from Rio Rancho to Four Hills.
- This town is zoned so terribly I don't see any way to recover. The mix of residential and commercial is a total mess. Nothing can ever be fixed because we are so sprawled out. The limited money spent will be a drop in the bucket needed due to how things are laid out.
- Thank you
- 1) Well-thought out construction projects- not too many at once 2) Increase the number of bridges to connect the east side (main places of employment) with the west side of the river (booming housing development)

- Please, get rid of the ART or move it to Lomas. It's only making it harder to get around the area.
- For the love of god, ABQ is ripe to become a destination for youth (i.e. "new money") and it takes knowing what they want, which is (in part) reliable/affordable public transportation. This is a no-brainer!
- We need change the mindset that building new roads is the only way forward. For short trips, bicycles are much better, and provide needed exercise. I (60+) would ride a lot more if it was safer. Our existing bike trails are great, but it's often dangerous to get to them. We need to quit making the automobiles the 1st class transportation citizens.
- I think people tend to not use the existing bike/pedestrian paths because they are not maintained and swept. After 5 flat tires biking on a path that has cracks and is covered in goat heads, people get turned off of using alternative transportation. Please include regular maintenance of paths in your planning so that this can be avoided.
- This survey is biased toward unwanted planning that involves high capitol expenditure to contractors. There were a hundred world class possible solutions for Central Ave. that were ignored to serve interest of contractors. Nobody appointed you social planners. Central Ave (Rt 66) could be a world class boulevard instead of the shameful travesty forced on us. I grew up riding bikes, walking, and using public transportation to/from work. I have used public transportation all over the world. Tammany Hall looted NYC and 60+ yrs of 1% occupancy of Abq public transit has been a looting of Abq. Maybe you know how to analyze problems; but your solutions do not pass world class peer review. There is no explanation except corruption or a planning department that wants Abq to be Copenhagen.

Grouped Responses

CATEGORY	TOTAL
Better multimodal options	52
Other	29
Safer street design	18
Safety	11
Bridges	7
Environmental concerns	6
Congestion	4

Question 20-Which race/ethnicity best describes you? Please mark all that apply. Other (please specify) responses:

- Chicano-Cahuilla
- European-American
- Arab
- Mixed
- race is a social construct that should be banded from categorizing
- American
- mixed
- Mixed race
- Bi racial
- Polish

- Euro-American
- Euro- American
- mixed race, multi-ethnic, poly-cultural
- human (no such thing as "race") with white skin
- Human
- Human
- Mixed race
- European -Anglo American
- ("White" is offensive) Mostly Northern European
- No
- Mixed
- Royal Viking
- Mixed
- This shouldn't be a factor unless you were looking to please a specific racial demographic, which is highly illegal and represents corruption in your agency.

Copy of the Questionnaire

A hardcopy version of the survey is included on the following pages.

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

Please share your thoughts!

The Mid-Region Metropolitan Planning Organization (MRMPO) of the Mid-Region Council of Governments (MRCOG) is beginning work on the update to our long-range transportation plan - the *Connections 2040 Metropolitan Transportation Plan*. This plan will identify transportation needs and strategies for meeting those needs in the greater Albuquerque metropolitan area.

Please help us make this plan as effective as possible by completing this questionnaire

Your responses are anonymous and will only be used to develop the Metropolitan Transportation Plan. If you have any questions or concerns, or if you prefer a paper version of the questionnaire, contact Tara Cok at 505-724-3627 or tcok@mrcog-nm.gov.

This questionnaire has 23 questions and should take about 10-12 minutes to complete.

Please complete the questionnaire by November 15, 2018 and feel free to share with your friends and contacts. Thank you for your participation!

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

1. What is your primary mode of transportation? What other modes of transportation do you use?

	My primary mode of transportation	Other mode of transportation I sometimes use
Vehicle	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>

Other (please specify)

2. In general, how well do you feel the transportation system meets your travel needs on a scale of 1 to 5, with 1 being "Very well" and 5 being "Not well at all"?

- ☐ 1 (Very well)
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 (Not well at all)

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

3. How easy is it for you to go to the places you need and want to go using the following transportation options?

	Easy	Moderate	Difficult	Do not know
Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

4. How complete do you consider the transportation networks for the following modes? That is, can you get around to the places you need to go because there is a complete, connected network for that mode?

	Very complete - I can travel around easily and get where I need to go	Somewhat complete but there are difficult areas to traverse	Not complete - I cannot travel around using this mode	Do not know
Vehicle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Train	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. How serious would you say is the problem of traffic congestion in your daily commute?

- ☐ Serious
- ☐ Somewhat Serious
- ☐ Not Serious
- ☐ No Opinion

6. What do you feel is the main cause of the congestion you might experience?

- ☐ Crashes/incidents
- ☐ Construction
- ☐ Bottlenecks
- ☐ I do not know
- ☐ Other (please specify)

7. Generally speaking, how easy is it for you to access (or get to) the following places using any transportation mode(s)?

	Easy	Moderate	Difficult	I do not know
Your place of work or school	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Services (such as retail stores, doctor's offices, the post office, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Entertainment (movie theaters, sports stadiums/fields, etc.)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Parks and/or open spaces	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. What (if any) are barriers in your personal travel?

	Affordability	Distance is too great	Lack of good routes	Safety	Travel time is too long	There are no barriers or significant barriers
Vehicle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Walking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bicycle	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

9. If you use ride hailing (such as Uber or Lyft) and/or ride sharing services (such as bike share), how often do you do so?

	Ride hailing (e.g., Uber or Lyft)	Bike share (e.g., Pace)
Often (daily)	<input type="checkbox"/>	<input type="checkbox"/>
Fairly often (a few times a month)	<input type="checkbox"/>	<input type="checkbox"/>
Occasionally (a few times a year)	<input type="checkbox"/>	<input type="checkbox"/>
Never	<input type="checkbox"/>	<input type="checkbox"/>

If you use ride hailing or ride sharing services, please tell us the primary trip purpose for which you use it (for example, to get to work, to get to school, for social/recreational purposes, to get to the airport, etc.)

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

Home location has an impact on the availability of different transportation options. Below are four general home location settings. Please consider which setting best describes your current home location and where you would like to live in the future.

10. Please indicate which of the following best describes where you live now, and where you would like to live in the future.

	This best describes where I live currently.	I would like to live in an area like this in the future .
Rural - Outlying area that is generally distant from employment, schools and shopping. A car is necessary for daily needs.	<input type="checkbox"/>	<input type="checkbox"/>
Suburban - Residential area that is separate from employment, schools and shopping. Public transit, walking and bicycling are limited.	<input type="checkbox"/>	<input type="checkbox"/>
Semi-Urban - Moderate mix of employment, schools and shopping, etc. Some daily needs are accessible by public transit, walking and bicycling.	<input type="checkbox"/>	<input type="checkbox"/>
Urban - A mix of employment, schools and shopping etc. Public transit, walking and bicycling provide easy access for daily needs.	<input type="checkbox"/>	<input type="checkbox"/>

11. Which statements describe your current housing situation? Check all that apply.

- ☐ I rent my place of residence
- ☐ I own my place of residence
- ☐ I live in multifamily housing (apartment, condo, dorm, townhome, etc.)
- ☐ I live in a single-family residence

12. What type of housing would you like to live in in the future (in the next 20 years or so)?

- ☐ Single-family residence
- ☐ Multifamily residence (apartment, condo, townhome, etc.)
- ☐ Other (please specify)

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

13. Please select from the following which you believe will be the **three** main transportation challenges our region will face in the future.

- ☐ Congestion
- ☐ Safety
- ☐ Providing good alternatives to vehicle travel
- ☐ Environmental health
- ☐ Maintaining our existing transportation infrastructure
- ☐ Equity (ensuring all areas--and groups, such as women, children, people of color, seniors, and people with disabilities--are well-served by the transportation system)
- ☐ Other (please specify)

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

14. MRMPO allocates federal money to local governments and agencies for various transportation projects and programs around the region. What do you believe should be the top **three** funding priorities in our region?

<input type="text"/>	Pedestrian and bicycle projects
<input type="text"/>	Roadway projects - adding new roadways and/or lanes
<input type="text"/>	Roadway projects - maintenance and preservation of existing roadways and bridges
<input type="text"/>	Transit projects
<input type="text"/>	Safety
<input type="text"/>	Travel demand management (programs or campaigns that encourage people to drive less)
<input type="text"/>	Enhancing the operations of existing roadways through the use of technology (e.g., signal timing, dynamic message boards)

15. The previous Metropolitan Transportation Plan (MTP) resulted in an alternative growth scenario for how the region could develop, called the Target Scenario (previously the Preferred Scenario). This was created collaboratively with significant public and local agency input.

How effective do you feel each of the following Target Scenario Principles would be in bringing about positive change to the region? Pick the **top three** most important principles.

<input type="text"/>	Coordinate land use and transportation decision-making
<input type="text"/>	Plan for changing preferences of millennials and baby boomers
<input type="text"/>	Prioritize maintenance of existing transportation infrastructure
<input type="text"/>	Encourage development in activity centers and around transit stations
<input type="text"/>	Achieve a balance of housing and jobs on both sides of the river
<input type="text"/>	Cultivate places where people can live, work, and play
<input type="text"/>	Support and invest in our regional transit system
<input type="text"/>	Emphasize affordable and diverse housing options
<input type="text"/>	Create well-connected multi-modal networks

16. If you have any additional feedback you would like to share with us regarding transportation in our region, please include here.

--

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

Your answers to these questions will be used to see if we are capturing all segments of the population.

17. Have you provided your views on a transportation plan before?

- ☐ Yes
- ☐ No

18. What is your gender?

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Prefer not to answer

19. What is your age?

- ☐ Under 18 years
- ☐ 18-24 years
- ☐ 25-34 years
- ☐ 35-44 years
- ☐ 45-54 years
- ☐ 55-64 years
- ☐ 65 years and over
- ☐ Prefer not to answer

20. Which race/ethnicity best describes you? Please mark all that apply.

- ☐ American Indian or Alaskan Native
- ☐ Asian/Pacific Islander
- ☐ Black or African American
- ☐ Hispanic/Latino
- ☐ White/Caucasian
- ☐ Prefer not to answer
- ☐ Other (please specify)

21. What is your home zip code?

ZIP/Postal Code:

22. What is your work zip code? If not applicable, please enter "NA".

ZIP/Postal Code:

23. What is your approximate average household income?

- ☐ \$0-\$24,999
- ☐ \$25,000-\$49,999
- ☐ \$50,000-\$74,999
- ☐ \$75,000-\$99,999
- ☐ \$100,000-\$124,999
- ☐ \$125,000-\$149,999
- ☐ \$150,000-\$174,999
- ☐ \$175,000-\$199,999
- ☐ \$200,000 and up
- ☐ Prefer not to answer

Connections 2040 Metropolitan Transportation Plan - Public Questionnaire

Thank you completing our survey! Results from this survey will be available at www.mrcog-nm.gov.

If you would like to subscribe to our e-newsletter, *Travel Times*, for updates on the *Connections 2040 MTP* and other transportation-related news from the region, please click [here](#).